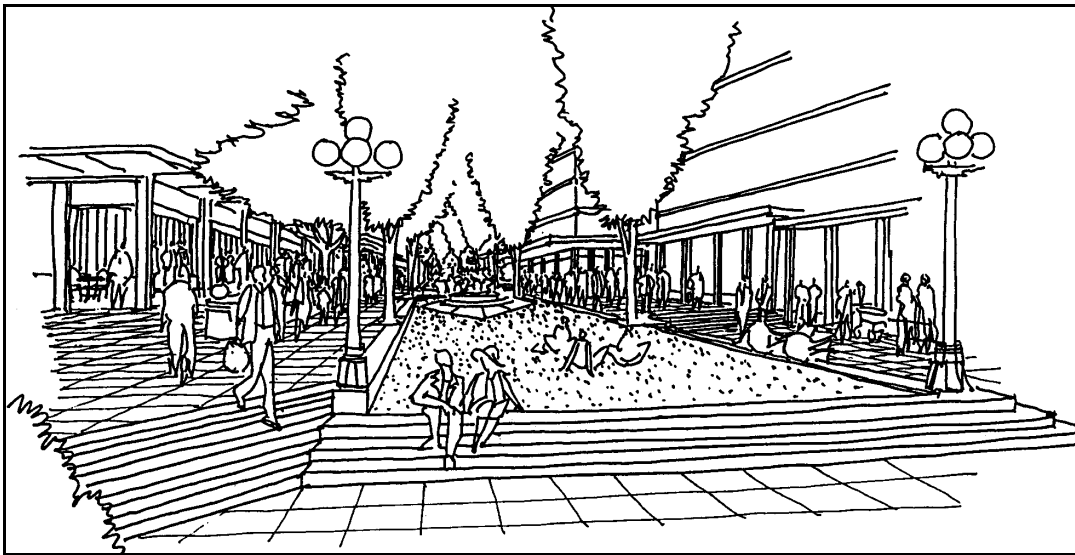


PEDESTRIAN CORRIDOR AND MAJOR PUBLIC OPEN SPACE



DESIGN GUIDELINES

CITY OF BELLEVUE, WASHINGTON



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The text of this document was adopted by the City Council, City of Bellevue, through Resolution No. 3946, on December 14, 1981, Resolution No. 4285 on December 12, 1983, and Ordinance No. 5100 on October 19, 1998. Other reference documents are: Ordinance No. 2945, Ordinance No. 3259, and Resolution No. 3948.

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I. INTRODUCTION AND PURPOSE

Pedestrian amenities are a major focus of the Land Use Code adopted in 1981 to guide the growth and development of Bellevue's Central Business District. A network of public spaces is provided by the Code to tie together intense new development and to ensure a high quality pedestrian environment. In addition to improvements to existing sidewalks, several new types of features are called for: a Major Pedestrian Corridor, Major Public Open Spaces, and mid-block pedestrian connections.

The Pedestrian Corridor is to be a pedestrian street extending from the Bellevue Square regional shopping center to 110th Avenue NE, following the alignment of NE 6th Street. Major Public Open Spaces are to be located at the midpoint of the Pedestrian Corridor at 106th Avenue NE and at each end at Bellevue Way NE and 110th Avenue NE.

Pedestrian connections through development abutting the Corridor are to provide for pedestrian circulation through each block. The easterly third of the Pedestrian Corridor will wrap around a transit center for buses.

The Land Use Code requires the property owners abutting the Pedestrian Corridor and Major Public Open Spaces to prepare design guidelines for these features. This document contains the design guidelines for the Major Pedestrian Corridor prepared for the property owners by TRA and Don Miles Associates/PPS, and for the Major Public Open Spaces prepared by Don Miles Associates/PPS. The design guidelines for the Major Public Open Space at 110th Avenue NE will be prepared in the future and are not included in this document. These guidelines have been reviewed and approved by the Pedestrian Corridor Committee, City staff, and Planning Commission, and have been adopted by the City Council by resolution.

These guidelines will serve three groups of people. First, the Planning and Community Development Department will use these guidelines as a part of the review of proposed projects in the CBD. Second, the guidelines should assist developers and their architects and landscape architects in the design of projects by providing explicit criteria. Finally, these guidelines will benefit the public by ensuring a premier quality downtown walking environment.

Applicants should consult all portions of the Land Use Code, particularly LUC 20.25A, to identify other applicable requirements.

In 1998 the City of Bellevue hired Hewitt Isley to assist them in revising the Design Guidelines for the Corridor to reflect and relate to current thinking and development. The primary purpose of the guidelines remains the same, to benefit the public by ensuring a premier quality downtown-walking environment. However, some of the criteria with regard to the character of the street have changed slightly. The two major aspects that will influence the character of the street are:

1.) The Corridor will not be strictly limited to pedestrians. Vehicular travel will be allowed on two of the three blocks within the Corridor. Although vehicles are being introduced to the corridor the primary emphasis will be to develop it with the pedestrian as the focus, providing scale, open space, amenities, activities, and a streetscape conducive and inviting to the pedestrian.

2.) The Corridor is still seen as a unit, however, each block is envisioned to have its own distinguishable and unique character.

The revisions to the Design Guidelines were developed together with the Pedestrian Corridor Committee comprised of property owners and developers, and the City staff.

II. PEDESTRIAN CORRIDOR DESIGN GUIDELINES

BACKGROUND

Bellevue was originally planned in the 1950s to provide convenient, efficient automobile access and adequate space for parking and auto-oriented land uses. As Bellevue has grown, demands on available land have increased land values and vehicular congestion. With increased density and urbanization, policies have been adopted to encourage pedestrian and transit trips.

In 1981 the City Council of the City of Bellevue passed an ordinance increasing allowable density in the CBD and requiring the creation of a Pedestrian Corridor linking the Bellevue Square regional shopping center with high-rise office and mixed use development to the east. The guidelines provide property owners, developers, architects, and the City with a framework for development of architectural plans fostering successful pedestrian-related development.

In 1998 the City of Bellevue retained Hewitt Isley to address current issues influencing the Corridor's development and to assist the City in revising the design guidelines accordingly. The revisions to the guidelines were developed together with the Pedestrian Corridor Committee, consisting of property owners and developers, and city staff. The study process also included a series of public workshops and meetings.

OBJECTIVES

The objectives of the Corridor as defined by the Committee are as follows:

Provide a safe, comfortable, lively, and attractive place for pedestrians.

Achieve an identity and an image as a special place.

Allow for modification and expansion over time as surrounding conditions change.

Accommodate access to other major public facilities such as transit center, civic/convention center, and other public spaces.

Reflect the qualities of a truly "urban" environment with its intensity, sophistication, and diversity.

Reinforce and stimulate high quality future adjacent development.

Reflect characteristics of this locale: climate, vegetation, and topography.

Encourage evening and weekend use, as well as weekday use.

Provide a focal point for downtown Bellevue.

IDENTIFICATION

The Corridor should be united by common graphics and visual elements, with differing character established for the three blocks described below.

IMAGE

The Corridor, when completed, will offer a variety of pedestrian experiences and amenities. The physical appearance of the Corridor, based upon design guidelines, is described below:

Segments of the Corridor may be partially or entirely covered for weather protection but not enclosed and will be open to the public 24 hours a day, excluding temporary closures for Corridor maintenance purposes and special events.

As the Corridor is encouraged to follow the existing Bellevue topography, it may be divided into a series of levels stepping down with the topography and connected by ramps and steps with the high point at 108th Avenue NE. North/south street crossings will be at grade.

Major public open spaces will be located along the Corridor and will provide a sense of gateway and focal point at regular intervals. An open space of approximately 10,000 square feet will be located at Bellevue Way NE, an open space of approximately 30,000 square feet will be divided equally on either side of the center of the Corridor alignment on the east side of 106th Avenue NE, and another approximately 10,000 square feet of open space will be located in the vicinity of 110th Avenue NE. These spaces will be landscaped and may contain other pedestrian amenities such as: activity areas, event areas, seating, water features, art features, and pedestrian-scaled lighting. The spaces will have abutting pedestrian-oriented frontages and may contain vendors, kiosks, and other activity generating features.

Both base structures or towers may front on the Corridor to allow direct pedestrian connections. In order to relate the building walls fronting the Corridor to the pedestrian, a visual break must be provided. Building walls fronting the Corridor may have bay windows, awnings, balconies, plantings, and other treatments which relate to pedestrians.

Building location, massing, and variation of structure shall be considered to create sunny areas at reasonable intervals.

Building walls on the Corridor may vary in distance from the center of the Corridor alignment, but overall character should emphasize connectivity and variation within a unified, linear whole. Through pedestrian movement along the Corridor will be concentrated along the edges where window shopping, cafe seating, flower tubs, etc., will often occur.

Secondary pedestrian movement paths will provide additional pedestrian access and commercial frontages through Corridor super blocks, reinforcing the role of the Corridor as a focus for pedestrian activity. The secondary paths may lead to enclosed atriums and landscaped spaces.

The Corridor may provide a canopy of shade trees, seating, water features, kiosks, directional graphics, seasonal plantings, lighting, artwork, and other pedestrian amenities.

Weather protection such as awnings, balconies, or arcades may be provided at various points along the Corridor. The topography and differing architectural treatments will result in a variety of types, heights, and alignments for weather protection. The variety of weather protective treatments may bring color, rich detail, ornamentation, and distinctive pedestrian-scaled signage and lighting into the Corridor design.

A coordinated system of lighting, paving, street furniture, and informational graphics will provide an element of continuity.

Sky bridges over, concourses under (excluding parking areas), and enclosure of the Corridor are not permitted, in order to concentrate pedestrians in the Corridor and to encourage public access.

The Corridor will be designed, constructed, and managed to provide a safe and comfortable pedestrian space for the public and will include special access provisions for the handicapped, as required by code.

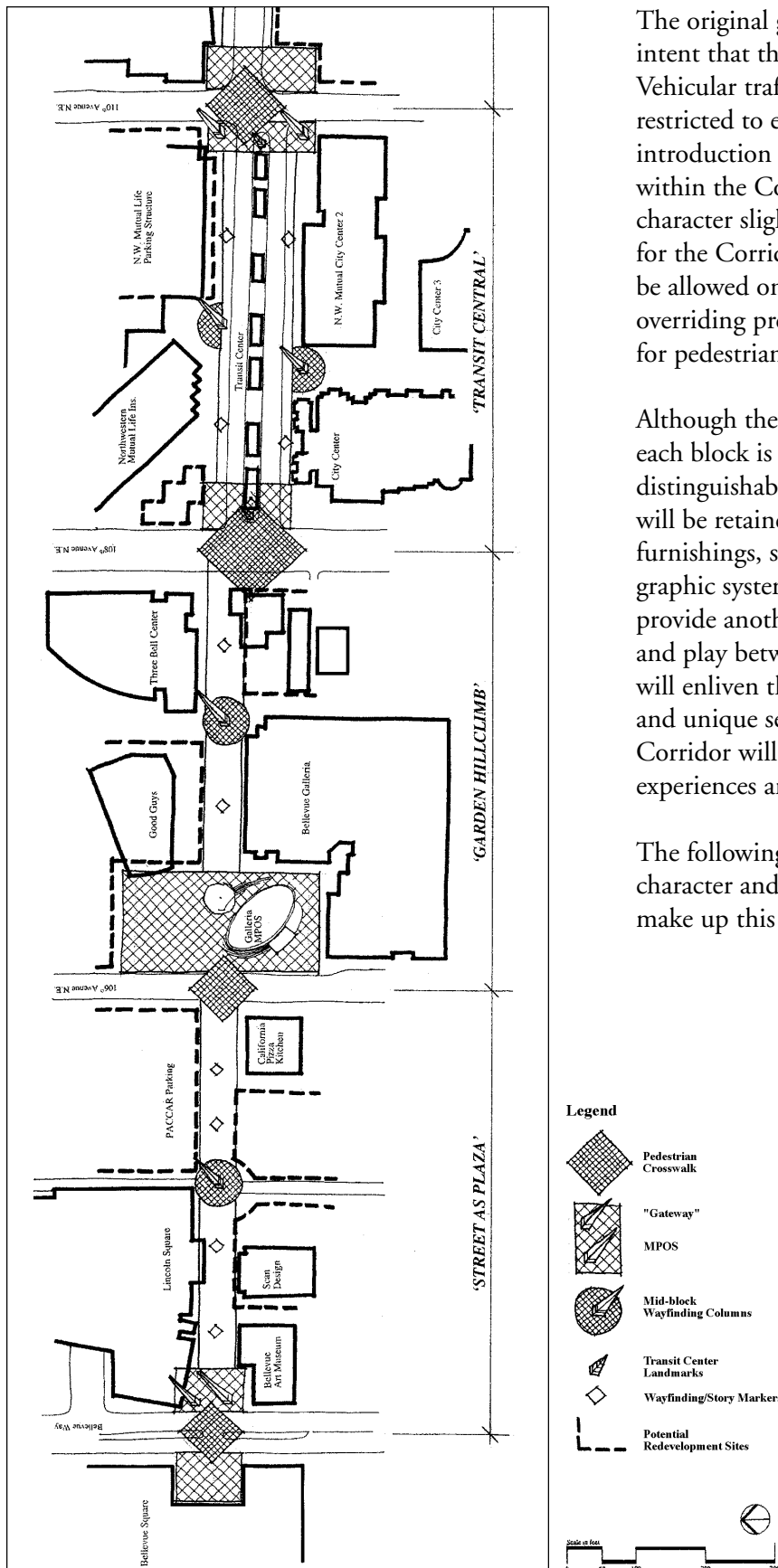


Figure II-1: Conceptual Diagram

The original guidelines were prepared with the intent that the Corridor be strictly pedestrian. Vehicular traffic was not permitted or was restricted to emergency vehicles only. With the introduction of vehicles on two of the blocks within the Corridor, this has changed the character slightly and is reflected in today's vision for the Corridor. Although vehicular traffic will be allowed on two of the three blocks the overriding premise that the Corridor is primarily for pedestrians is still true.

Although the Corridor as a whole is seen as a unit, each block is envisioned to have its own distinguishable and unique character. Continuity will be retained through the use of common site furnishings, such as lights, litter receptacles and graphic system. The street tree canopy will provide another layer of continuity. This contrast and play between similar and unique site elements will enliven the street overall, giving it an exciting and unique sense of place. When completed, the Corridor will offer a rich variety of pedestrian experiences and amenities.

The following is a description of the unique character and quality of the three blocks that will make up this special Corridor.

“Street as Plaza” — Bellevue Way to 106th Avenue N.E.

The intent of this block is to give it the character of an urban plaza. Cars are allowed through the block but the design intent is to make it pedestrian-friendly. The street section is to be asymmetrical in configuration. The sidewalk along the north edge will be wider creating a larger pedestrian area, which will take advantage of more opportunity for sun exposure. The additional width along the north side will also permit the installation of the double row of street trees that are to characterize the whole Corridor. The double row of trees will provide a unifying element giving the street a sense of continuity. The sidewalk along the south edge will be a minimum of 16 feet wide. The south sidewalk is to be of sufficient width to accommodate a single row of street trees. The vehicle travel lane, or lanes, are to be kept at a maximum width of 10 feet.

Curbs will be installed to differentiate between vehicular travel lanes and the pedestrian sidewalks. To help enhance and emphasize the notion of “street as plaza”, a uniform and continuous patterned surface treatment of unit pavers is to be used within this part of the Corridor. Stamped concrete pavers to match unit pavers may be considered in vehicle driving areas for durability.

The primary pedestrian movement will be along the edges where window shopping, café seating, vendors, flower tubs, etc. will often occur. Wider sidewalks and smaller scale paving will encourage activities to reach out into the street. Pedestrian drop-off would be permitted in the drive lane but no special accommodations are to be provided, such as drop-off lane or a lay-by. On occasion the block can be closed to vehicular through-traffic and become strictly a pedestrian space providing venues for special events, festivals, and street fairs.

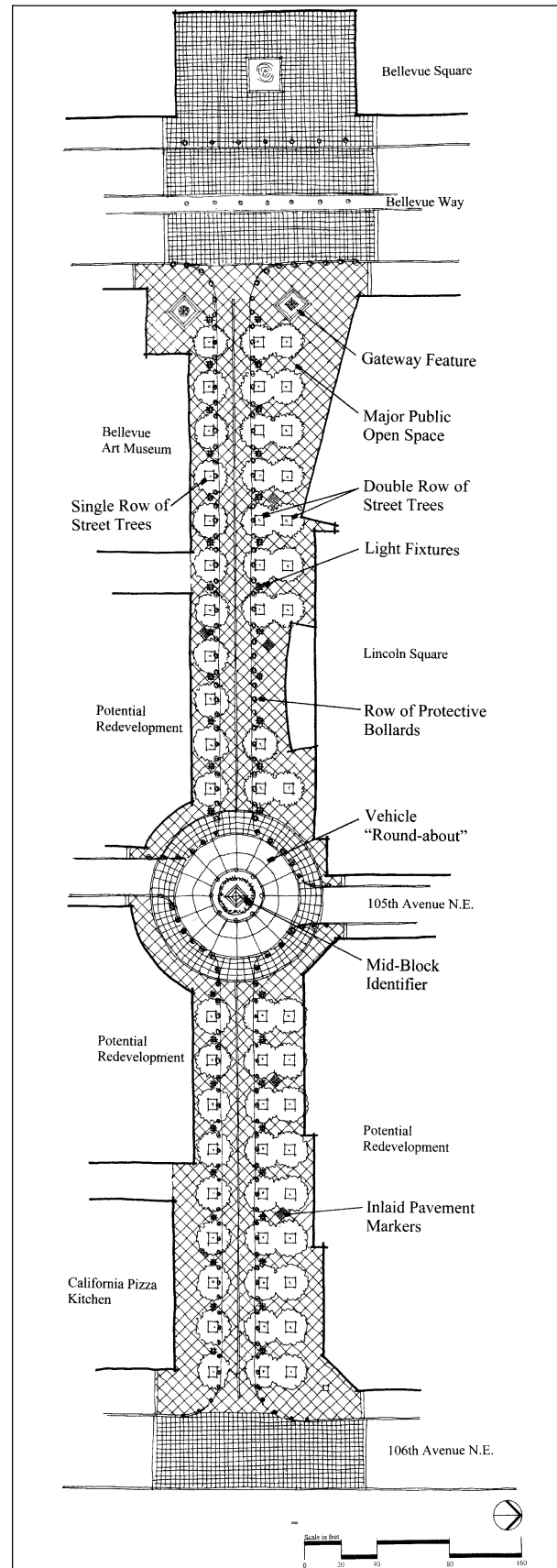


Figure II-2: “Street as Plaza” Illustrative Plan

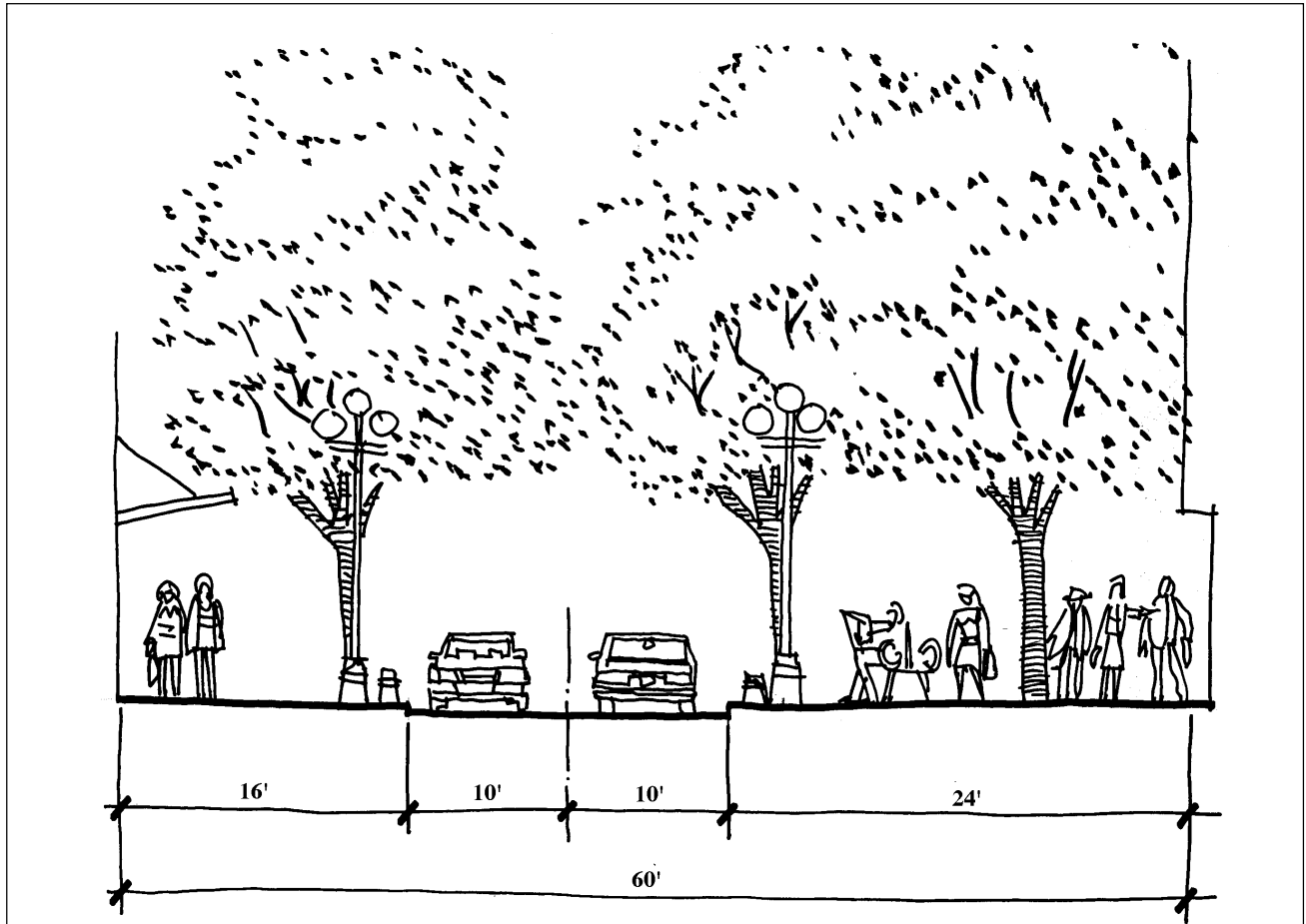


Figure II-3: "Street as Plaza" Section



Figure II-4: "Street as Plaza" Sketch

“Garden Hillclimb” — 106th Avenue N.E. to 108th Avenue N.E

Vehicular traffic is not allowed through this section of the Corridor. The design intent within this section of the Corridor is to give it a garden-like character in contrast to the more hardscape of the “Street as Plaza” block. A boulevard approach is envisioned. The major flow of people is concentrated along the edges adjacent to the buildings. The center portion would be more green and garden-like providing opportunities for intimate spaces and rest spots along the Corridor. (Each outdoor room could take on its own unique character, perhaps derived from a particular garden theme.) A more diverse and unique plant palette may be used. A variety of annuals and perennials are appropriate to plant in keeping with the garden quality of this block.

This section of the Corridor has the greatest change in grade. ADA or Washington State Barrier Free requirements, whichever is applicable, should be used. The coordinated system of lighting, trash receptacle, graphic system, and street trees would continue throughout the block providing continuity with the other blocks along the Corridor. Site furnishings, such as benches, planting pots, drinking fountains, and paving patterns could be unique to this section emphasizing its individual character.

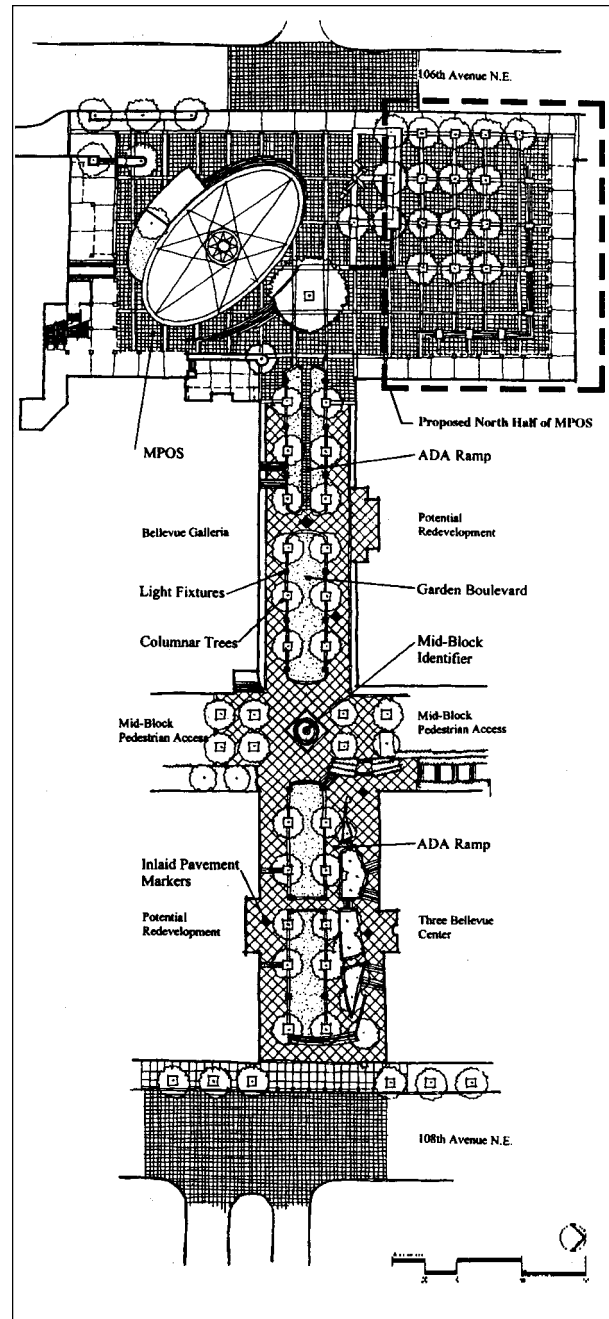


Figure II-5: “Garden Hillclimb” Illustrative Plan

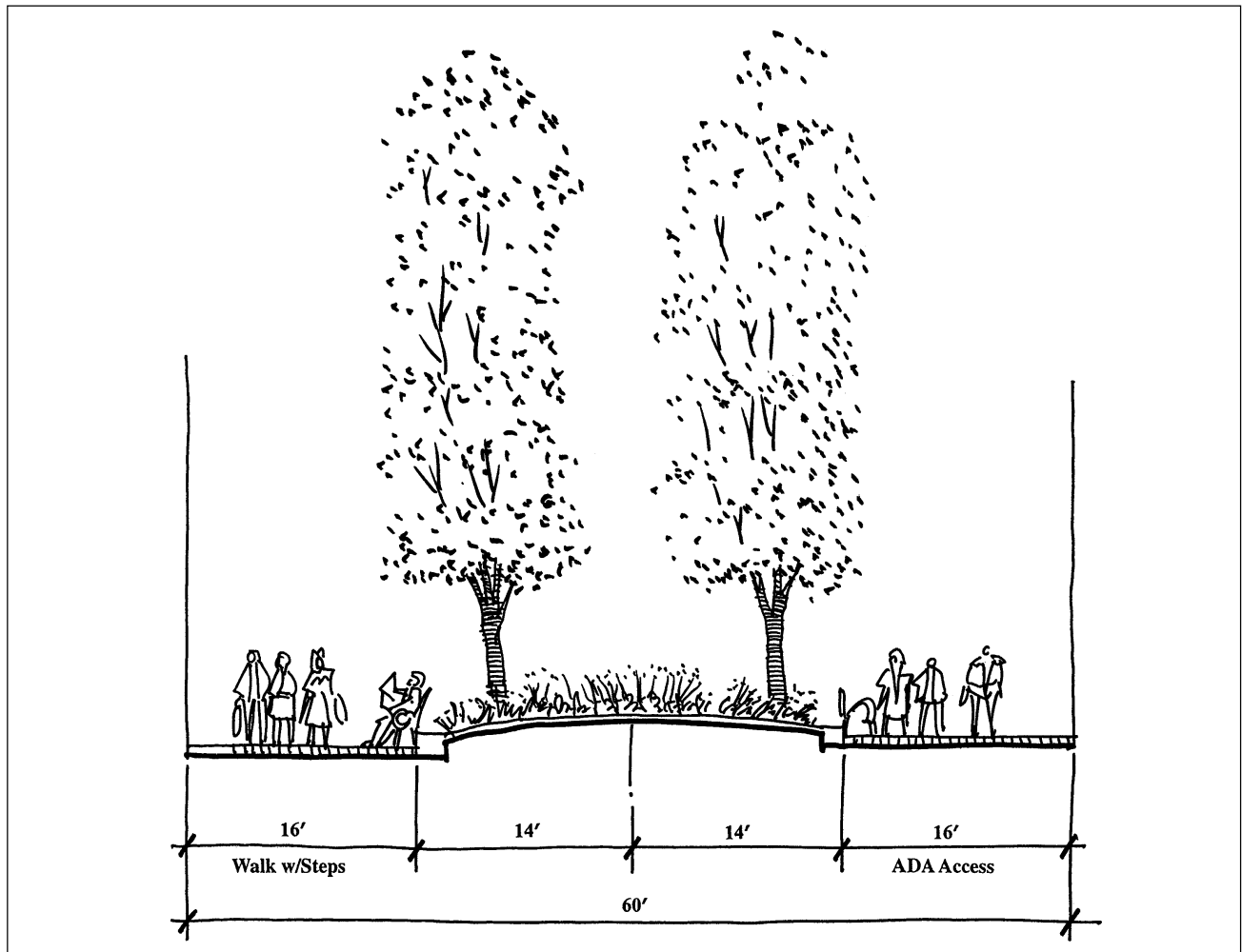


Figure II-6: “Garden Hillclimb” Section; Full Boulevard Development – Flowers with Columnar Trees

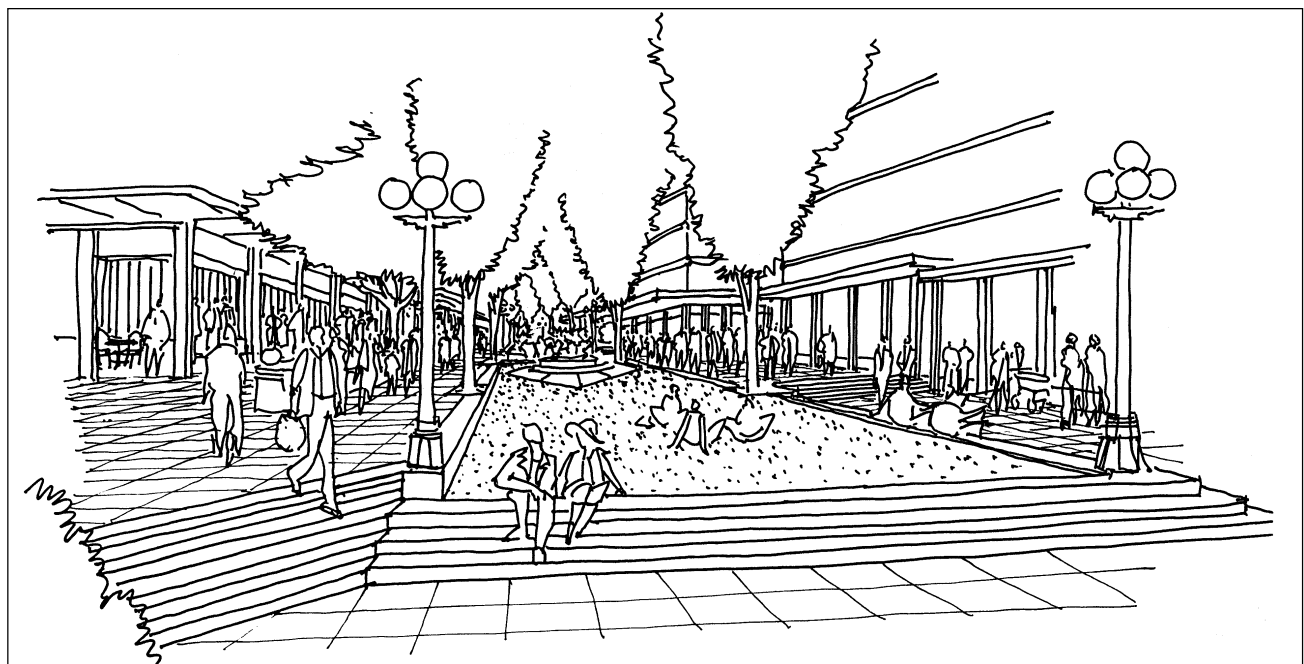


Figure II-7: “Garden Hillclimb” Sketch

“Transit Central” — 108th Avenue N.E. to 110th Avenue N.E.

The intent within this section of the Corridor is to increase the area dedicated to the pedestrian and provide better pedestrian continuity and passage. To accomplish this it is suggested that the sidewalk along the north edge be widened. This will provide adequate space to plant a double row of street trees in keeping with the overall theme and pattern of street tree plantings. Widening the north sidewalk will also provide more space for seating, kiosks, vendors, and artwork, therefore activating the Street. It offers a more pleasant space to wait for a bus and gives it relief from the steady stream of busses queuing up. A single row of street trees is to be maintained along the south side strengthening the concept of an asymmetrical street section. Paving and site furnishings should be coordinated and similar in character with the furnishings already used in the existing Transit Center.

A portion of the east end of the block is to be incorporated into the Major Public Open Space planned at the intersection of 6th and 110th. This is an important aspect of the MPOS since from this corner there are excellent views of the Cascade Range.

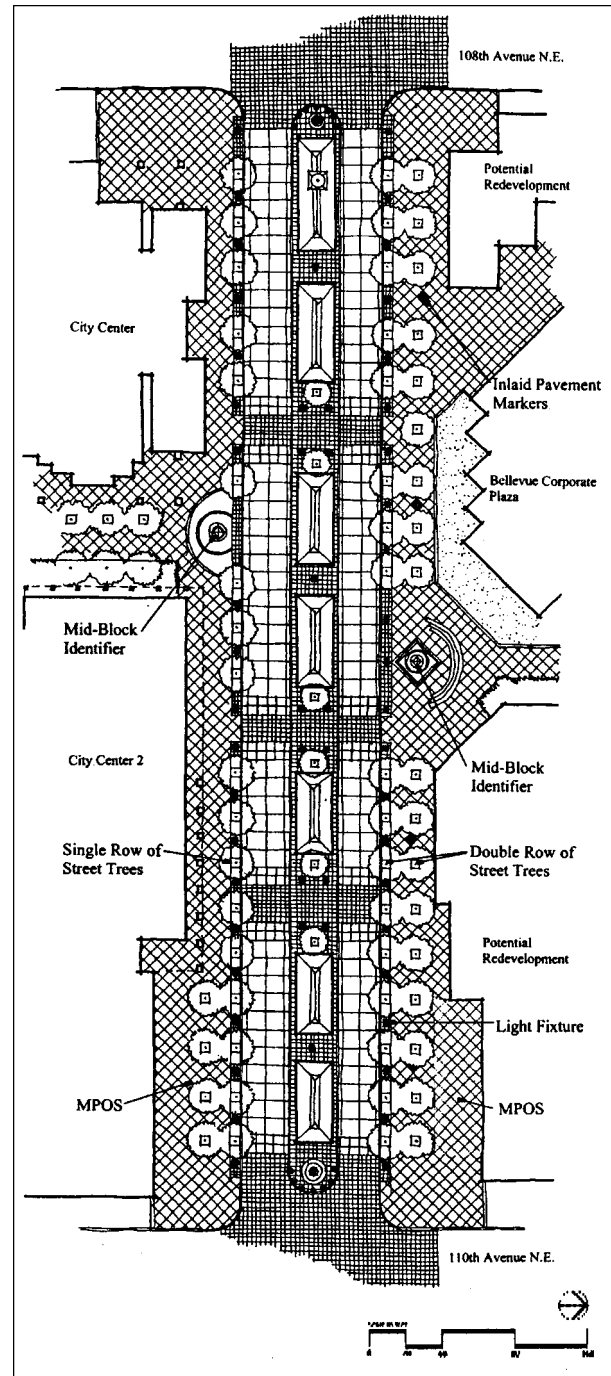


Figure II-8: “Transit Central Illustrative” Plan

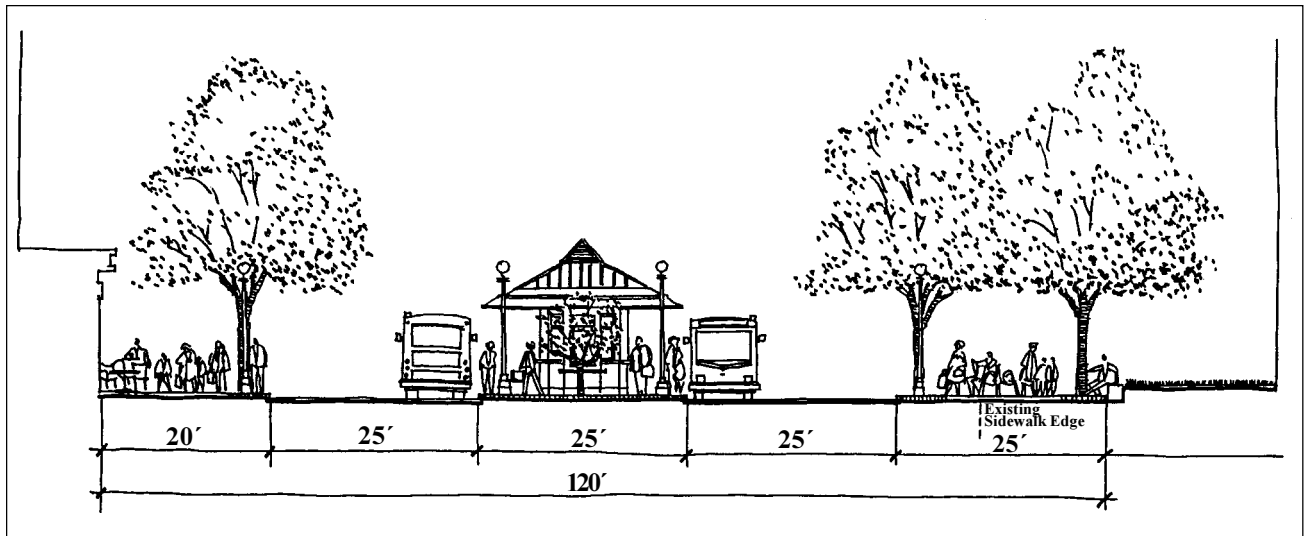


Figure II-9: "Transit Central" West End Section – West End – Widened Sidewalk Along North Side

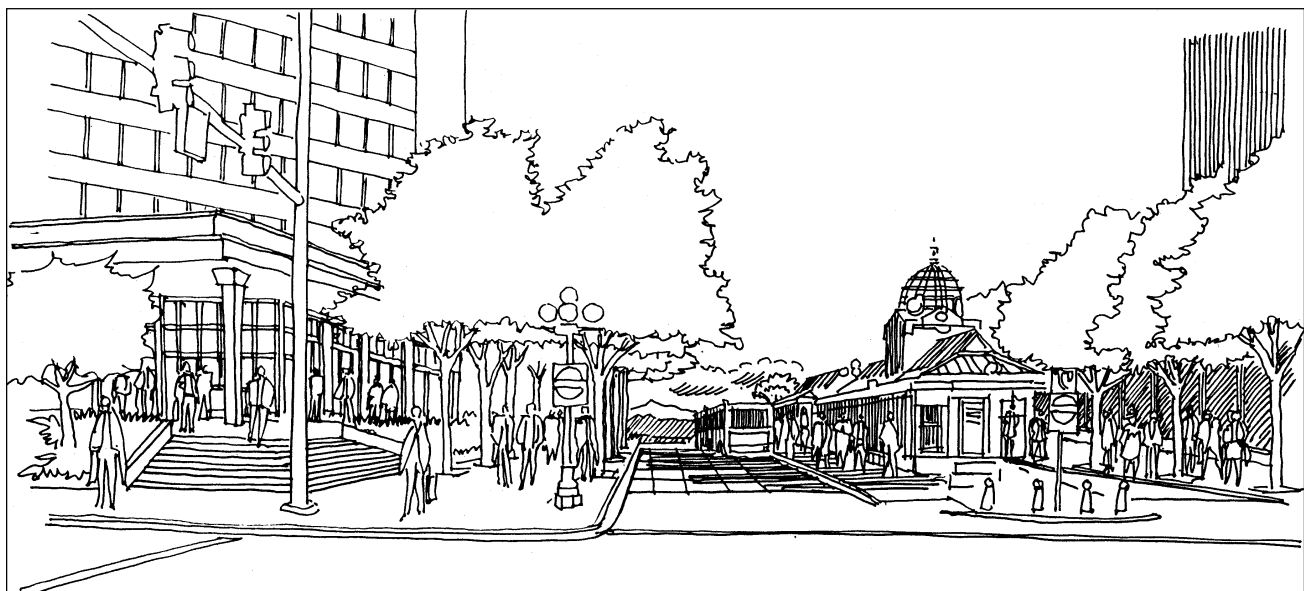


Figure II-10: "Transit Central" Sketch

1. PRIMARY PATHS OF MOVEMENT

Intention:

To support desired pedestrian pattern of keeping near edges.

Accomplished by:

Establishing two “streams” of movement which can meander, but should generally follow outer edges of the Corridor.

Encouraging features such as showcase windows, cafes, recessed entrances, canopies, and arcades.

Principles addressed:

Shifts in alignment
Multiple use of edges
Part of a system

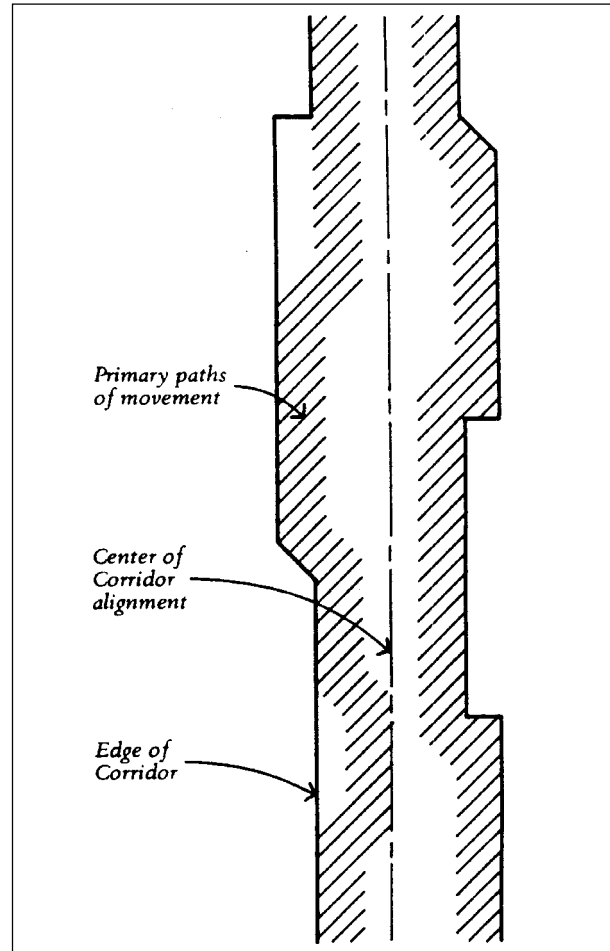


Figure II-11: Primary Paths of Movement

2. SECONDARY PATHS

Intention:

To reinforce and complement the primary Corridor with other paths of movement.

Accomplished by:

Additional paths of movement located within and around adjacent buildings.

Maintaining existing north-south sidewalks as paths of movement.

Intersecting paths of movement between and within adjacent buildings.

Principles addressed:

Part of a system
Adjacent uses

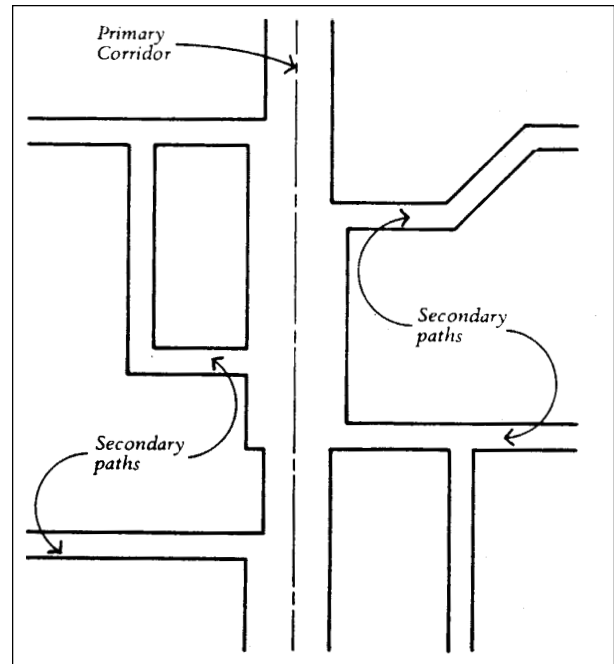


Figure II-12: Secondary Paths

3. MID-BLOCK INTERSECTIONS

Intention:

To promote more of a pedestrian scale to each super-block by sub-dividing the block approximately at the mid-point. The mid-block intersection for each block will take on its own character and relate to a logical connection or link, which intersects the Corridor. In conjunction with mid-block identifier, (to be described in a following section), the mid-block intersections become points of reference along the Corridor, while reinforcing the unity and continuity of the Corridor. The width of these connections may vary from as little as six feet for a pedestrian only connection, to 26 feet where a two lane connection with a single sidewalk is needed, to as much as 42 feet at points where turning lanes and double sidewalks may be needed where this lane connects to major arterials.

Accomplished by:

“Street as Plaza” – Bellevue Way to 106th N.E.: The mid-block intersection on this block is to accommodate vehicular traffic. A circular element is to be implemented which will slow traffic down and relate to the pedestrian character of the corridor. Paving treatment is to be pedestrian in scale. The location of the mid-block intersection is at approximately the 105th alignment. The street that intersects the Corridor is to take on the character of a narrow lane. It’s primary purpose is to permit access to service and parking, and to permit interconnected ingress and discharge of traffic to major arterials. In the event that the lane is necessary for access to private development, it should be designed with at least a sidewalk on one side of the lane, and at least two lanes of vehicle travel. It should be well-lit and designed for safe and comfortable pedestrian use. These lanes are not intended to compete with the Pedestrian Corridor as pedestrian spaces, and are not required to have pedestrian-oriented uses or

the street design requirements associated with the Pedestrian Corridor. However, the corner where the lanes connect with the Pedestrian Corridor should be designed so that the Pedestrian Corridor improvements wrap the corner, providing a graceful transition from the Corridor to the lane.

“Garden Hillclimb” – 106th N.E. Avenue to 108th N.E. Avenue:

The mid-block intersection on this block is strictly pedestrian. The intersection is located at approximately the 107th alignment. Special paving, a mid-block identifier and other furnishing will signify this as a special point of reference along the Corridor.

“Transit Central” – 108th Avenue N.E. to 110th Avenue N.E. and Civic Center – 110th Avenue N.E. to 112th Avenue N.E.:

The mid-block intersections within these two blocks are pedestrian in character. However, they are not centered on the Corridor since vehicular traffic runs down the center. Therefore, they are offset and become an integral part of the sidewalks on either side of the travel lanes. They are to be located relative to mid-block secondary paths. Special paving, a mid-block identifier, and other site furnishing will identify this as a special point of reference along the Corridor.

Principles addressed:

Part of a system
Adjacent uses
Focal points
Scale
Wayfinding/directional information
Artwork

4. WAYFINDING

Intention:

To enhance and strengthen the concept of continuity of the Corridor.

Accomplished by:

Providing and implementing a system of elements based on a common theme or story line, providing a visual method of path finding and directional orientation along the corridor. The elements are to be easily recognizable, offer a strong visual impact, and in some instances visible from a distance, such as the mid-block identifiers.

The design of the components for the wayfinding system are to be done at the same time to ensure continuity.

Encourage the hiring of artists to design elements of the system based on the story line.

The major elements of the wayfinding system are entry symbols, mid-block identifiers, and inlaid paving markers which are described in the design details section of these guidelines.

Principles addressed:

Part of a system
Directional information
Graphic/signing
Artwork
Discovery

5. CORRIDOR WALLS

Intention:

To ensure that the design and use of the “walls” abutting the Corridor support the pedestrian-oriented character of the Corridor.

Accomplished by:

Ensuring that the walls of structures abutting the Corridor incorporate major “visual breaks” at some point above the level of the Corridor. The breaks should be positioned so that the ratio of the width of the Corridor to the height of the breaks falls between 1:2 and 2:1. Therefore, since the width of the Corridor can vary from 40 to 60 feet, breaks should occur at some point between 20 feet and 120 feet above the Corridor. Examples of visual breaks include setbacks, large recesses, corners, and changes in materials.

Ensuring that uses fronting on the Corridor are pedestrian-oriented. Pedestrian-oriented frontage is defined as being devoted to uses which stimulate pedestrian activity, provide visual interest, or use sidewalk space (for cafe seating, displays, etc.). Access for pedestrians from the Corridor to buildings shall be at convenient intervals.

Ensuring that first floor facades are predominantly glass to maintain a high degree of transparency. Highly reflective and dark-tinted glass is prohibited.

Ensuring that facades of other floors abutting the Corridor also include some amount of glass.

Allowing certain features, such as outdoor cafes, showcase windows, awnings, canopies, and bay windows to extend into the Corridor.

Discouraging long, uninterrupted facades.

Principles addressed:

- Spatial containment
- Multiple use of edges
- Fine-grain use
- Weather protection

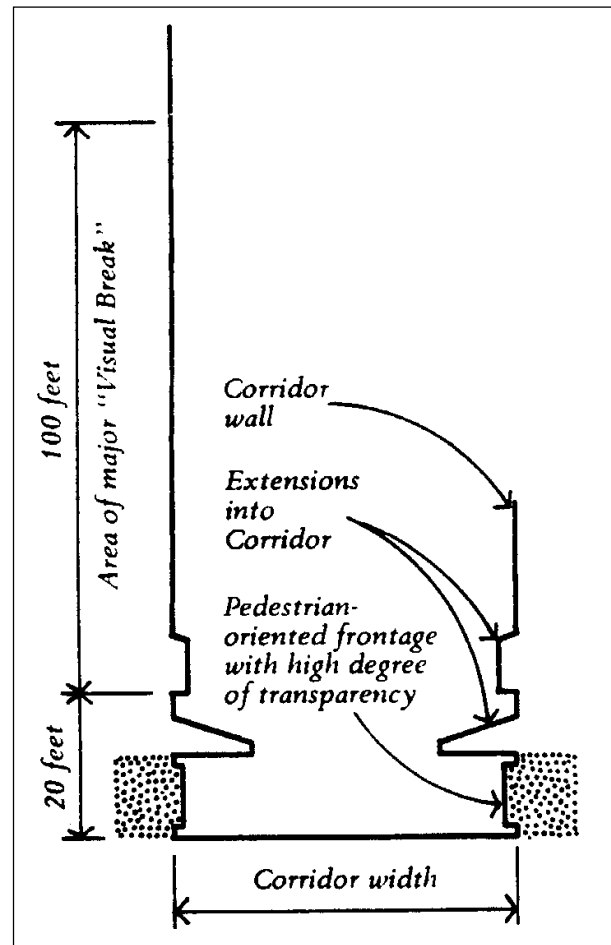


Figure II-13: Corridor Walls

6. MASSING OF ABUTTING STRUCTURES

Intention:

To create an intense urban place, giving consideration to open spaces and public areas, and giving special consideration to sun, shade, and air.

Accomplished by:

Ensuring that the form and placement of buildings consider year-round conditions of sun and shade within the Corridor.

Encouraging lower portions of buildings to be built to the Corridor edge, but not necessarily in the same manner. Variations in use, design, and configuration should be encouraged.

Principles addressed:

Spatial containment
Solar exposure

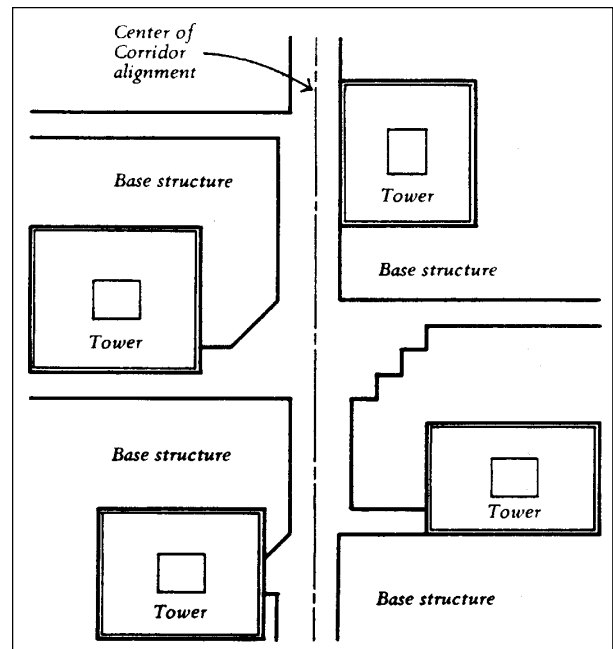


Figure II-14: Massing of Abutting Structures

7. ELEMENTS OF CONTINUITY

Intention:

To provide unifying elements along the Corridor.

Accomplished by:

Coordinated system of paving with common accent. (May vary from block to block, if landowners and the City agree-refer to Design Details, Section 3, Paving)

Graphic system (examples: directional and information signs, emphasizing use of international symbols).

Coordinated system of lighting.

Coordinated system of street furnishings.

Landscaping and planting, including seasonal flowers.

Establish a double row of street trees along the north side of the Corridor and a single row on the south side.

Principles addressed:

Flooring
Furnishings
Directional information
Vegetation

8. ELEMENTS OF DIVERSITY

Intention:

To encourage a wide variety of designs and activities.

Accomplished by:

Variety of colors, materials, signage, and finishes on building facades.

Variety of planting, including seasonal flowers.

Variety of building configuration, orientation, shape, and proportion.

Variety of devices for weather protection.

Variety of types of seating, including movable chairs, benches, ledges, and steps.

Variety of pedestrian-oriented uses.

Variety of activities and events.

Type of unit paver may vary from block to block if approved by City.

Principles addressed:

Fine-grain use (small design elements)
Activities and events

9.OPEN SPACES

Intention:

To ensure that open spaces contribute activity and liveliness to the Corridor.

Accomplished by:

The south half, (15,000 sf.), of the proposed 30,000 square foot open space at 106th has been designed and will be completed by late 1998. The design of the northern half needs to complement the southern half. (Graphic-See illustrative plan of MPOS)

Locating an open space of approximately 10,000 square feet at Bellevue Way NE.

Locating an open space between 10,000 and 15,000 square feet in area at 110th Avenue N.E. The open space should be configured in a linear fashion along the Corridor. This configuration works well with planned mid-block entry to Meydenbauer Place and the existing entry to Meydenbauer Center. Ensure that a portion of the MPOS be located west of the intersection on the "Transit Central block. From this location one is afforded excellent views of the territory and Cascade Range. (Graphic-Diagram showing linear Configuration of MPOS)

Ensuring that the major public open spaces must be designed to provide numerous pedestrian amenities, such as activity areas, event areas, seating, water features, art features, and pedestrian-scaled lighting.

Significant landscaping must be provided. The designs must be coordinated with the design of the Corridor. Pedestrian-oriented frontage is required on two or more sides of major public open spaces.

Principles addressed:

Focal points
Activities and events

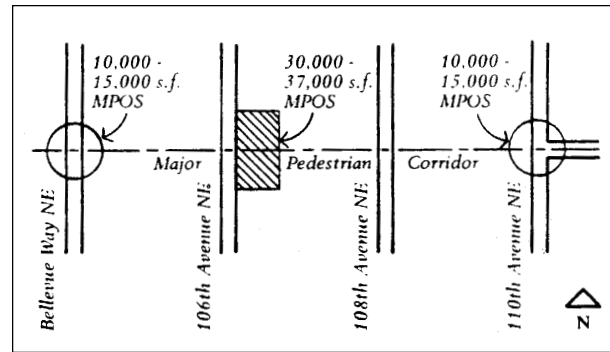


Figure II-15: Open Space Diagram

10. STREET CROSSINGS

Intention:

To ensure that crossings of major streets provide for pedestrian safety, enhancement of the Corridor, and adequate traffic flow. These crossings will occur at grade.

Accomplished by:

Establishing highly visible, very distinctive on-grade crossings with special paving, lighting, planting, and other pedestrian features.

Principle addressed:

Safe crossing of traffic

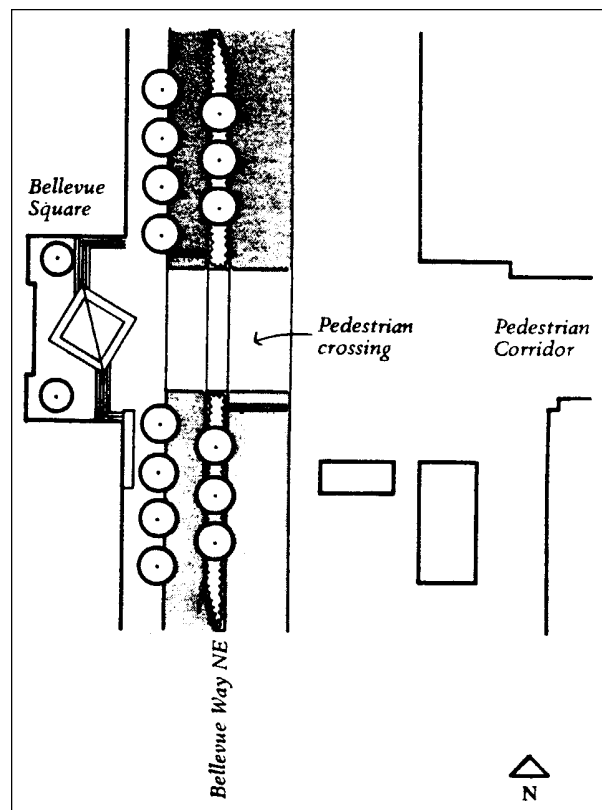


Figure II-16: Street Crossings

11. LINEAR SECTORS

Intention:

To establish a system of organizing activity areas along the Corridor to produce variety while ensuring good pedestrian flow.

Accomplished by:

The minimum width of the Corridor is 60 feet along the entire length. Each blocks maximum width will vary and modulate as each building addresses the Corridor. Primary pedestrian pathways through the Corridor shall have a minimum net pathway of 12.5 feet, except that this width may be lessened to the extent required by topographic constraints. Other pedestrian pathways should be 12 feet net pathway, but no less than six feet if serving only as a secondary connection.

For segments including vehicle access, develop an asymmetrical street section with a wide sidewalk along the northern edge of the Corridor taking advantage of the sun exposure. Widening the northern side will also provide sufficient room to plant a double row of street trees enhancing the continuity of the Corridor.

Center Area of the Corridor: (Vehicles in the Corridor) - Two of the three blocks will have vehicular traffic. Design speeds within these blocks should be established with the pedestrian in mind.

- 1) Within the block, "Street as Plaza", between Bellevue Way and 106th the pavement is to be continuous and of similar material from building edge to building edge, with curbs separating walking from the drive lane.
- 2) The "Garden Hillclimb" block, between 106th and 108th does not have vehicles on it.
- 3) The "Transit Central" block, between 108th and 110th currently accommodates busses and has been designed to reflect a pedestrian quality. The center portion of this block is boulevard in character.

Principles addressed:

Shifts in alignment

Multiple use of edges

Mixing of pedestrians and vehicles

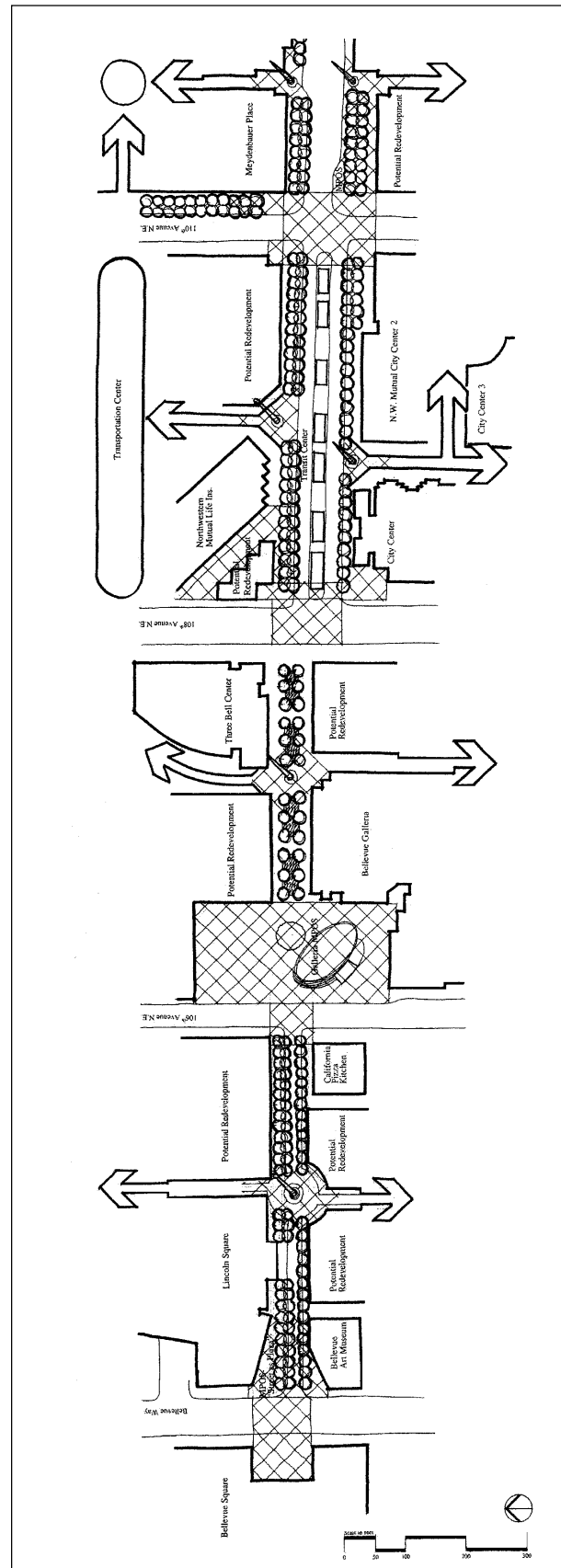


Figure II-17: Design Alternative

12. VEGETATION

Intention:

To enhance the appearance of the Corridor through landscaping and plantings.

Accomplished by:

Emphasize continuity and the asymmetrical concept of the street section by installing a double row of street trees on the north edge and a single row along the south edge of the Corridor.

Street trees are to be of similar species within a specific block, however the species may vary from block to block.

Encouraging a variety of plantings and seasonal flowers.

Using tree sizes that will have immediate visual impact.

Landscaping and plantings should not obstruct pedestrian pathways.

Determining appropriate planting details through an ongoing owners' association, in cooperation with the city staff.

Principles addressed:

Vegetation
Part of a system
Scale

13. ENVIRONMENT

(Part A)

Intention:

To create an appealing pedestrian environment by considering climate and physical setting.

Accomplished by:

Incorporating devices for weather protection.

Reducing undesirable wind effects.

Using topography to create different levels and viewpoints.

Considering use of water features.

Creating sunny areas at reasonable intervals, such as: at major street crossings, at major open spaces, between buildings, at secondary pathway intersections, and by consideration of building location, massing, and variations of structural form.

Taking advantage of solar penetration by having street be asymmetrical in section with the northern sidewalk being wider and the southern sidewalk narrower.

Principles addressed:

Weather protection

Views

Focal points

Solar exposure

(Part B)

Intention:

To provide a safe, secure, well-maintained, and effectively operated Pedestrian Corridor.

Accomplished by:

Creating a Corridor management and maintenance organization.

Developing covenants, conditions, and restrictions for the Corridor.

Considering safety, security, and fire protection in design and construction.

Providing accessibility to security, emergency, and fire protection.

14. PEDESTRIAN AMENITIES

Intention:

To ensure that the Corridor emphasizes pedestrian use.

Accomplished by:

Create a theme/story line of common architectural form on which the wayfinding system can be based on giving the Corridor a sense of place.

Providing generous amounts of seating in a variety of forms.

Providing appropriate lighting which shall be both functional and visually distinctive.

Providing drinking fountains, litter receptacles and restrooms.

Providing directories and maps.

Establishing a graphic system using a logo and international symbols.

Encouraging artwork and decorative fountains.

Provide access per ADA or Washington State Barrier Free requirements, whichever is applicable.

Vegetation to complement pedestrian use (e.g. shade, wind protection, seasonal flowers, etc.).

Considering safety, security, and fire protection.

Principles addressed:

Artwork

Directional information

Furnishings

Places to sit

III. MAJOR PUBLIC OPEN SPACE DESIGN GUIDELINES

BACKGROUND

Bellevue was originally planned in the 1950s to provide convenient, efficient automobile access and adequate space for parking and auto-oriented land uses. As Bellevue has grown, demands on available land have increased land values and vehicular congestion. With increased density and urbanization, policies have been adopted to encourage pedestrian and transit trips.

In 1981, the City Council of the City of Bellevue adopted a Land Use Code increasing allowable density in the CBD and requiring the creation of a Pedestrian Corridor with three Major Public Open Spaces linking the Bellevue Square regional shopping center with high-rise office and mixed use development to the east. The Pedestrian Corridor is located in the alignment of NE 6th Street, with Major Public Open Spaces at 110th Avenue NE, 106th Avenue NE and Bellevue Way NE. The Corridor and Major Public Open Spaces are on private land and will be privately designed, developed, and maintained. Transit service has been improved by the creation of an interim transit center near the Pedestrian Corridor. A permanent transit center is being planned.

On May 16, 1983, the City Council of the City of Bellevue amended the Land Use Code to establish a development mechanism for three Major Public Open Spaces in the CBD. These Open Spaces are to serve as focal points and public gathering places within the CBD core and will be located along the Pedestrian Corridor. Among other things, the ordinance required that a Design Plan for each space be approved by the City Council. Property owners abutting two of the spaces hired Don Miles Associates/PPS, Seattle architects and planners, to prepare a set of design guidelines for the spaces which are intended to serve this function. The two locations are:

NE 6th Street and 106th Avenue NE
NE 6th Street and Bellevue Way NE

The Guidelines include a set of general criteria by which proposed spaces will be reviewed. These criteria address pedestrian movement, adjacent uses and structures, sunlight, traffic crossways, vegetation, activities, and amenities. The detailed design for each open space would be reviewed by the Planning Director through Administrative Design review, as required by the ordinance.

The Planning Department reviewed a draft that was sent to the Planning Commission for review. A number of changes were suggested. Following a Public Hearing held on November 16, 1983, the Planning Commission voted to incorporate the suggested changes. This document was approved by the Planning Commission and was adopted by the City Council, as embodied in Resolution No. 4285, after a Public Hearing held on December 12, 1983.

IMAGE

The function of the Major Public Open Space (MPOS) is to serve as a downtown pedestrian focal point and a public gathering place. The MPOS should be designed to host a variety of activities ranging from passive recreation to public events. The MPOS should contain numerous pedestrian amenities to make it comfortable and aesthetically pleasing. The space should have a unified image and be perceived as an extension of the major Pedestrian Corridor.

The space should be physically and visually accessible from the adjacent street right-of-way (ROW), the major Pedestrian Corridor, and abutting development. The MPOS should have a significant amount of vegetation and plantings which reflect the changing seasons.

Because the space beneath the MPOS may be developed for parking and other uses ancillary to abutting development, it is essential that the MPOS is designed integrally with adjacent development. The design of the MPOS will

influence the design of and access to subsurface development, consequently the design development should occur concurrently.

The design of the MPOS should recognize its function and setting. The northern, central, and southern portions of the space and the perimeter of the space should reflect varying conditions of use, degree of sunlight, wind and traffic exposure, gradient, and proximity to major pedestrian flows.

GENERAL CONDITIONS

Allocations of design features on contiguous parcels within the MPOS may be reallocated among the parcels by consent of affected owners and upon approval by the Planning Director. An MPOS parcel is defined as the portion of an MPOS under common ownership.

106th Avenue NE MPOS

The southern portion of the MPOS at 106th Avenue N.E. has been designed and is scheduled for completion by the end of 1998. It is the first example of a MPOS as it was outlined in the guidelines. It is bounded on two sides by retail/restaurant. The space includes kiosks, seating, fountain, artwork, and sufficient area for special events and vendors. The central elliptical plaza pays honor to the historical fact that a compass manufacturing company was once located on the site. The northern half of the open space should complement the south half of the space.

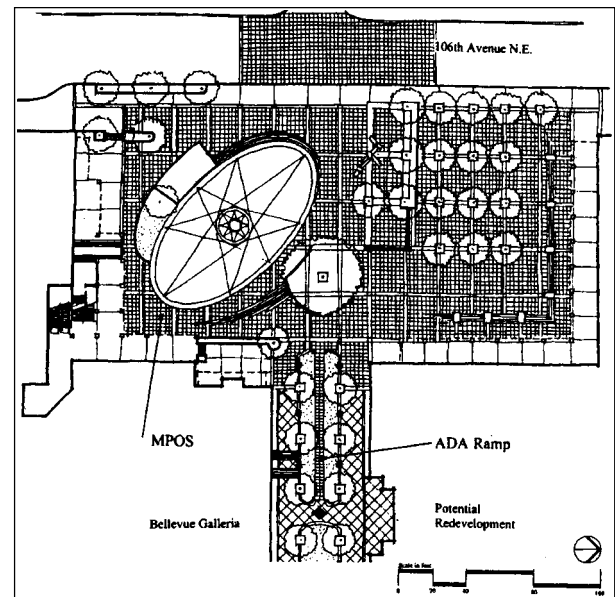


Figure III-1: 106th Avenue NE MPOS Illustrative Plan

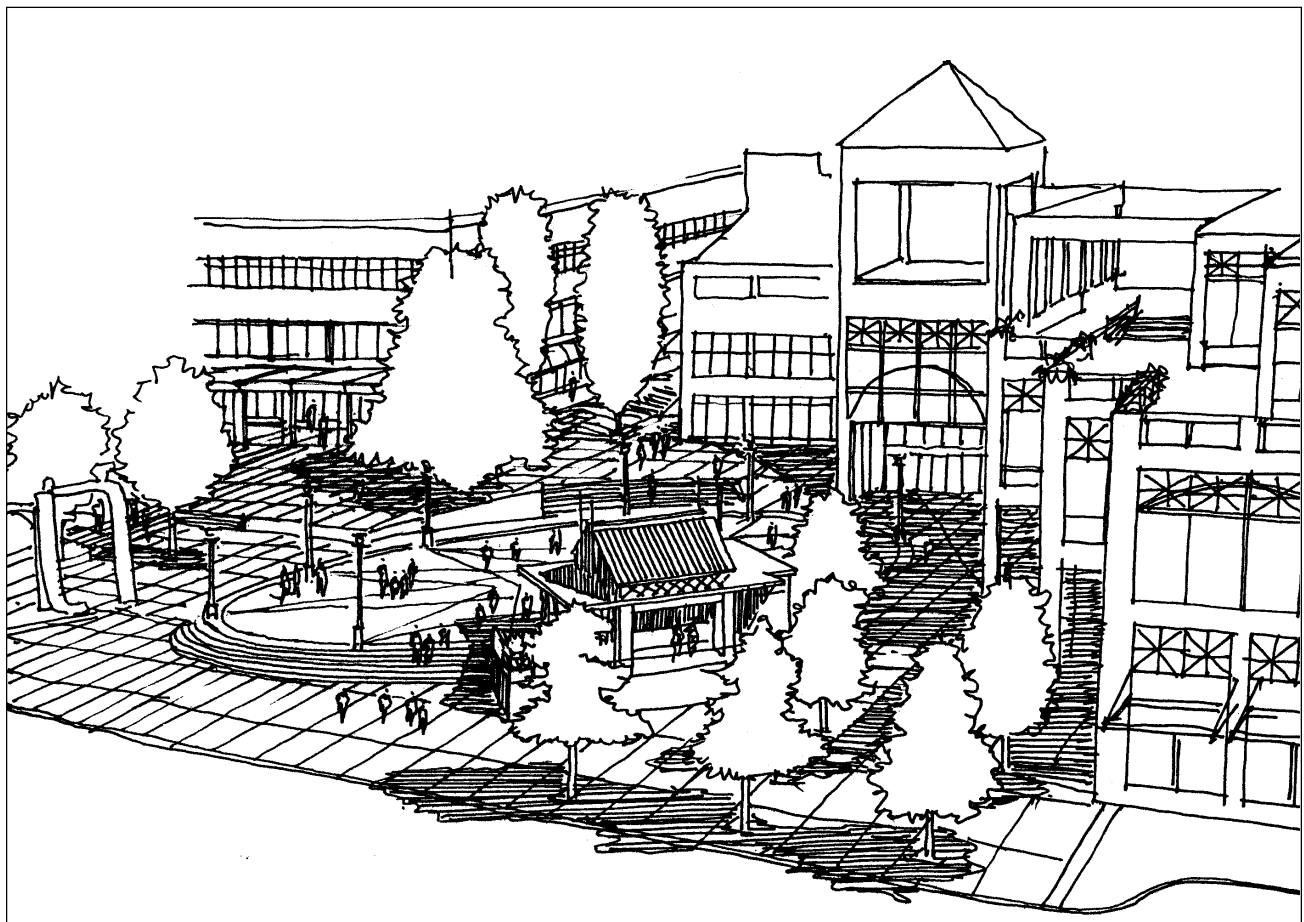


Figure III-2: 106th Avenue NE MPOS Sketch

Bellevue Way NE MPOS

An illustrative design concept for the Bellevue Way Major Public Open Space is shown, incorporating the footprints of the new Bellevue Art Museum and the proposed Lincoln Square development. The open space is integrated with the “Street as Plaza” concept for this block of the Corridor. The majority of the space is focused on the Corridor. The Bellevue Way MPOS is the western “Gateway” to the Corridor.

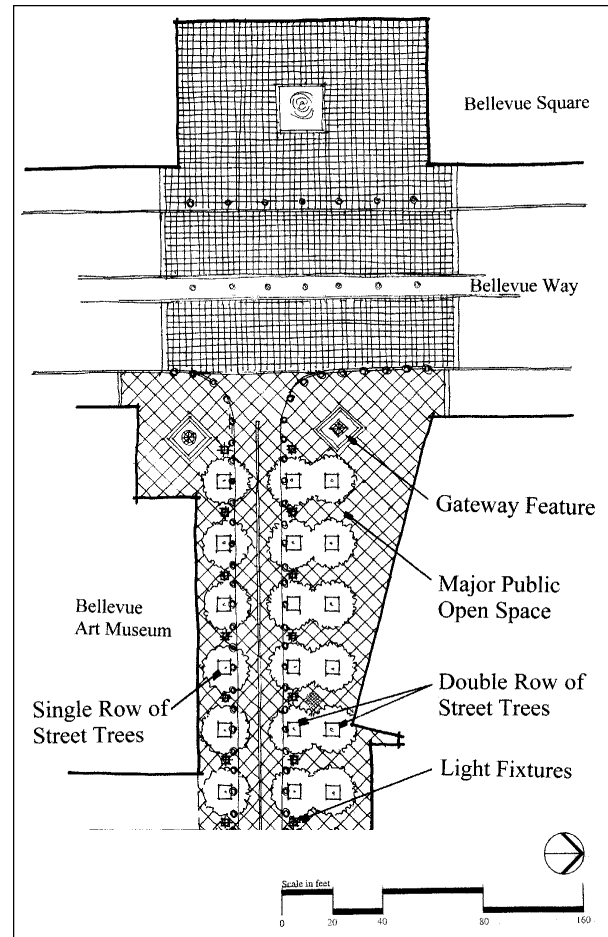


Figure III-3: Bellevue Way MPOS Illustrative Plan

110th Avenue N.E. MPOS

The illustrative plan indicates the linear configuration for the MPOS at the intersection of 110th and the Corridor.

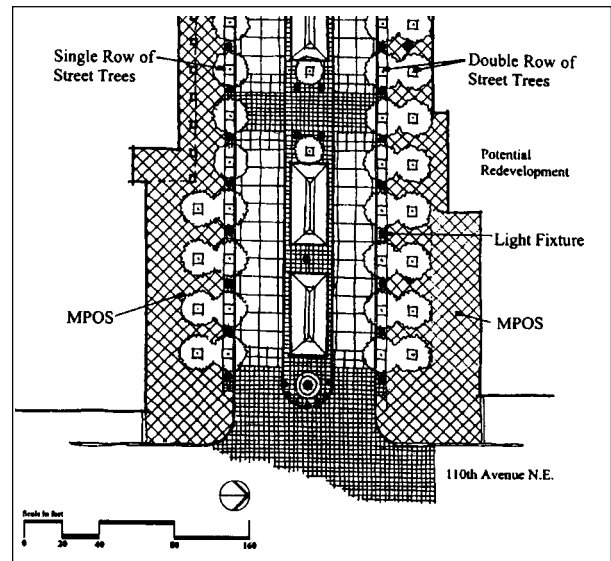


Figure III-4: 110th Avenue NE MPOS Illustrative Plan



Figure III-5: 110th Avenue NE MPOS Sketch

1. PRIMARY PATHS OF MOVEMENT

Intention:

To provide for preferred primary pedestrian movement patterns.

Accomplished by:

Providing paths of movement connecting the sidewalks on the adjacent street ROW at the corner of the MPOS with the Pedestrian Corridor. These pathways should follow the edge of the MPOS, allowing pedestrians to benefit from storefront views and weather protection of the abutting structures (see 3. Walls of enclosure).

The primary pathway, adjacent to the building walls enclosing the MPOS, should allow for an unobstructed pathway of 10 feet. This pathway may be in a straight path or meander between uses, such as café tables and chairs, displays, kiosks, and planters. A perimeter colonnade, if provided, should allow for 10 feet plus six inches next to the shop fronts and columns, resulting in a minimum clear width of 11 feet (allows two groups of two pedestrians to pass) and maximum clear width of 16 feet (allows groups of three to pass). The sidewalks on the adjacent street ROW are also primary pedestrian paths.*

The Pedestrian Corridor will intersect the MPOS and will include two paths of pedestrian movement. The pathways in this location may be channeled to a moderate extent by gateways or focal elements, such as sculpture, fountains, archways, or plantings. Pedestrians should be able to maintain the same general direction of travel without major diversion.

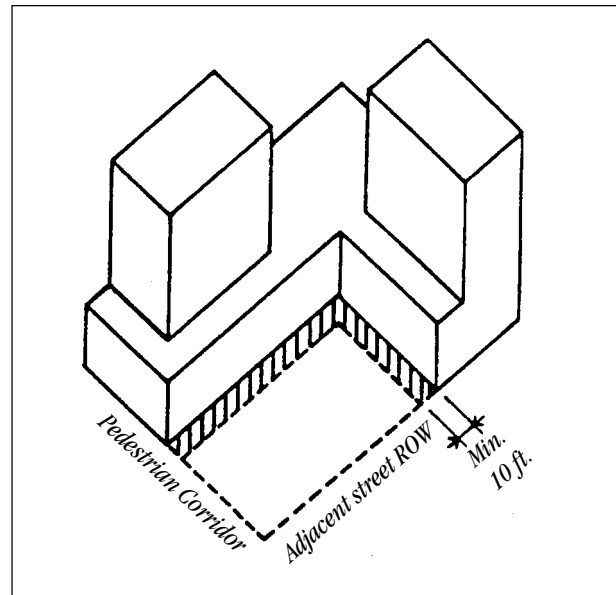


Figure III-6: Primary Paths of Movement
The primary pathway, adjacent to the building walls enclosing the MPOS, should allow for an unobstructed pathway of 10 feet.

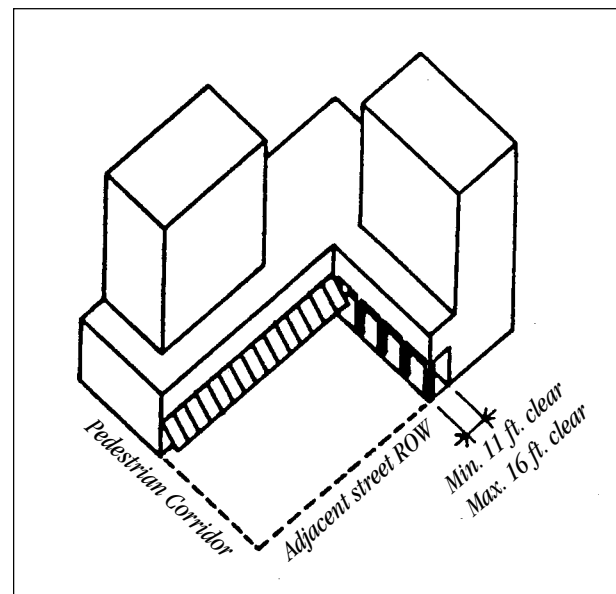


Figure III-7: Primary Paths of Movement
A perimeter colonnade should allow for a minimum clear width of 11 feet (allows two groups of two pedestrians to pass) and maximum clear width of 16 feet (allows groups of three to pass). Displays, café seating, planters, and similar features within the colonnade should not obstruct more than half the width to allow through pedestrian movement.

* John J. Fruin, *Pedestrian Planning and Design*, 1971, pp. 19 - 33.

2. SECONDARY PATHS

Intention:

To provide pedestrian circulation paths through the MPOS and adjacent development. The orientation and location of these paths are more varied than the primary paths. Pedestrian connections to the MPOS through abutting development, as well as vertical circulation providing access to the towers and parking, are desirable.

Accomplished by:

Providing a variety of secondary pedestrian paths through the MPOS. These paths provide access to the MPOS from primary pedestrian paths. These paths may be defined or undefined. Secondary paths may be direct or may meander through the MPOS.

Frequent MPOS access points should be provided at the perimeter and along the adjacent street ROW sidewalks.

Through-block connections in abutting development, and connections to vertical pedestrian circulation, are encouraged.

3. WALLS OF ENCLOSURE

Intention:

To integrate the building wall, rising vertically immediately adjacent to the MPOS at ground level, with the MPOS to insure active use and the vitality of the space. The walls which enclose the MPOS should be in scale with and related to the pedestrian uses of the space. The uses within these walls should “spill out” into the MPOS (cafe seating, displays, etc.), and the character of open space should extend into the adjacent uses.

Accomplished by:

Providing that the building wall, rising vertically immediately adjacent to the MPOS, be generally in the range of 20 to 80 feet in height. (See 4. Massing of abutting structures and provisions for sunlight.) Ensuring that glass windows, providing visual access, are incorporated into the ground level and levels above.

The wall need not be continuous around the perimeter of two sides of the MPOS. The wall may incorporate awnings, canopies, colonnades (arcades), bay windows, and greenhouse-type extensions (structures with roofs and walls predominantly of glass) which are considered part of the MPOS. Greenhouse-type extensions are limited to a total area of 20 percent of the area of an MPOS parcel and may not extend more than 25 feet into the MPOS. Such extensions must allow for frequent pedestrian access from the MPOS, with glass doors that can be easily opened to create an indoor/outdoor character. In the case of a linear configured MPOS, such as at 110th Avenue N.E., no greenhouse-type extension intruding into the space shall be allowed that causes an obstruction to Pedestrian movement. Greenhouse-type extensions may not exceed two stories in height and may not have landings or mezzanines exceeding 50 percent of the area of each floor. The principal purpose of greenhouse extensions is to provide weather-protected space for a variety of small pedestrian-oriented uses.

A major portion of the perimeter of the enclosure wall must have clear glass shop/restaurant fronts or display windows. Lobbies, vertical circulation access, artwork, and other pedestrian-oriented uses are also encouraged. Pedestrian access to the above uses should be provided at frequent intervals.

If a colonnade or other partial enclosure is provided, the paving shall be at the same level and of compatible type as the MPOS to insure easy access and continuity with the MPOS. Displays, cafe seating, planters, and similar features may be located within the colonnade or similar enclosure, but should not obstruct more than half the width to allow for through pedestrian movement.

In general, the walls of enclosure should align with the primary pedestrian paths around the perimeter of the MPOS.

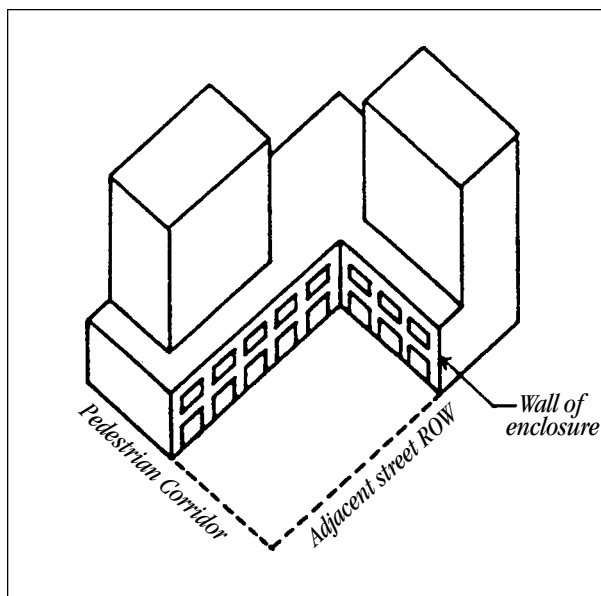


Figure III-8: Walls of Enclosure

A major portion of the perimeter of the enclosure wall must have clear glass shop/restaurant fronts or display windows. Pedestrian access should be provided at frequent intervals. Windows should also be incorporated in levels above ground.

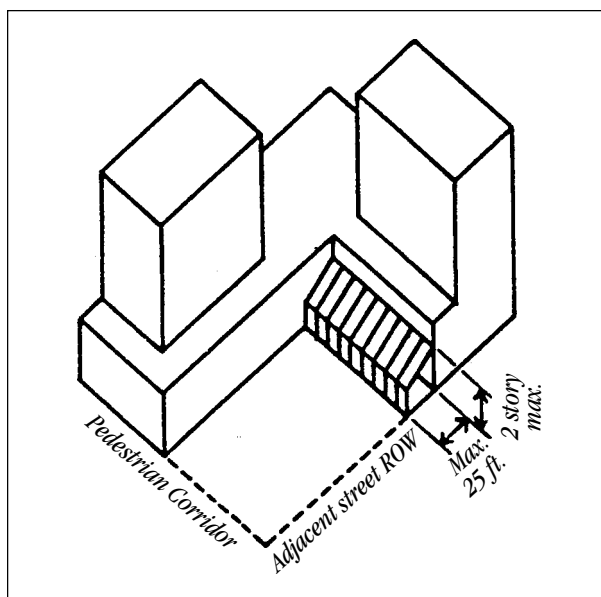


Figure III-9: Walls of Enclosure

Greenhouse-type extensions are limited to a total area of 20 percent of the MPOS and may not extend more than 25 feet into the MPOS nor exceed two stories in height. Frequent pedestrian access must be allowed through glass doors, creating an indoor/outdoor character.

4. MASSING OF ABUTTING STRUCTURES AND PROVISIONS FOR SUNLIGHT

Intention:

To design structures abutting the MPOS that will scale down the building mass.

Accomplished by:

Providing an average upper level stepback of 20 feet or more above the wall of enclosure. This requirement does not apply to structures that are focal points or gateways for the MPOS. The wall of enclosure is to be in the range of 20 to 80 feet in height.

Terraced building massing is encouraged to scale down the abutting development, and to provide sunlight.

Direct sunlight should fall on a contiguous surface area of the MPOS, of not less than 50 percent of its total area (the combined area of contiguous MPOS parcels and adjacent Pedestrian Corridor) at noon, June 21 (using daylight savings time). Spaces north and south of the Corridor are considered contiguous if that portion of the Corridor is in direct sunlight. The street ROW and covered portions of the MPOS are not counted when calculating the percentage of contiguous MPOS in direct sunlight.

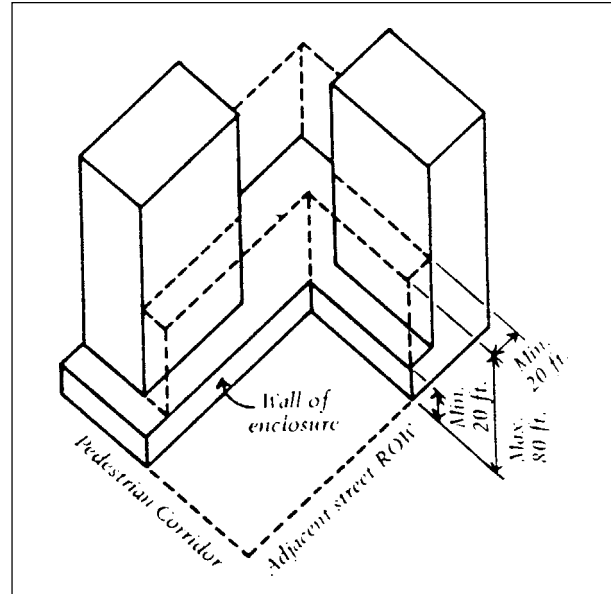


Figure III-10: Massing

Average upper level stepbacks of 20 feet are required above the wall of enclosure. The wall of enclosure is to be in the range of 20 to 80 feet in height.

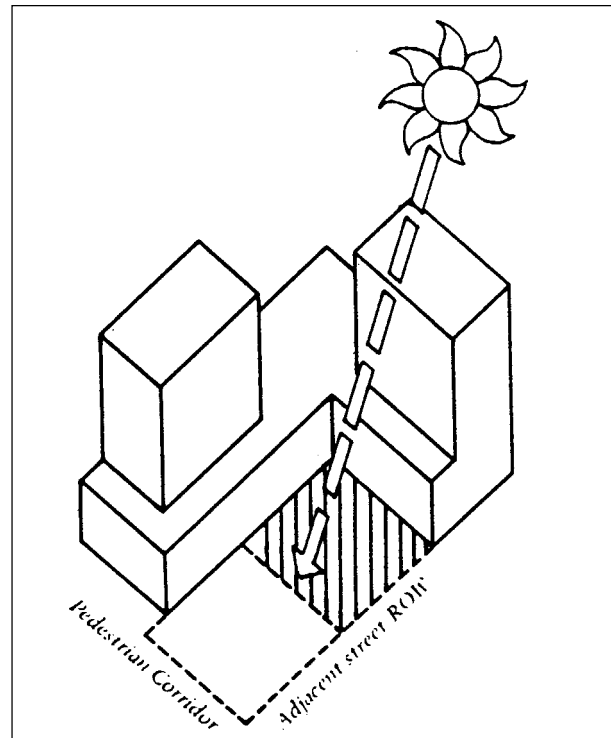


Figure III-11: Massing

Direct sunlight should fall on a contiguous area of not less than 50 percent of the combined area of the MPOS and adjacent Pedestrian Corridor at 12:00 noon, June 21st (using daylight savings time).

5. RELATIONSHIP TO PEDESTRIAN CORRIDOR

Intention:

To design the MPOS to appear as an extension, or expansion, of the Pedestrian Corridor, to draw pedestrians into the public spaces. Certain features, or elements, on the MPOS should be designed as part of the same family as those features on the Pedestrian Corridor, to establish continuity.

Although the MPOS should be perceived as an extension of the Pedestrian Corridor, it should also have a distinct identity. The MPOS should be thought of as a single space and an important central focal point in the CBD.

Accomplished by:

Providing lighting, paving, and furnishings. They should be designed as part of the system used for the Pedestrian Corridor, to establish continuity and tie the Corridor to the MPOS. Furnishings may include features such as: drinking fountains, litter receptacles, benches, bollards, kiosks, informational and directional graphics, public telephones, planter tubs, and tree grates and guards (see 9. Pedestrian amenities). Other features may bring a sense of identity and uniqueness to the MPOS (artwork, water features, vegetation, etc.).

6. CROSSING OF TRAFFIC

Intention:

To provide safe crossings of traffic on the adjacent street ROW and across curb cuts and ramps to parking below the MPOS.

Accomplished by:

Coordinating the design of the MPOS with the design of the pedestrian crossings of the adjacent street. Special paving and lighting, coordinated with the Pedestrian paving and lighting system, should be provided.

A 60- to 85-foot-wide crossing zone and signalization should be provided in the alignment of the Pedestrian Corridor.

Vehicular access to parking beneath the MPOS should not occur along the adjacent street ROW MPOS frontage. Vehicular access to parking beneath the MPOS points should be set back from the northern and southern corners of the MPOS by a minimum of 20 feet, measuring along the property line.

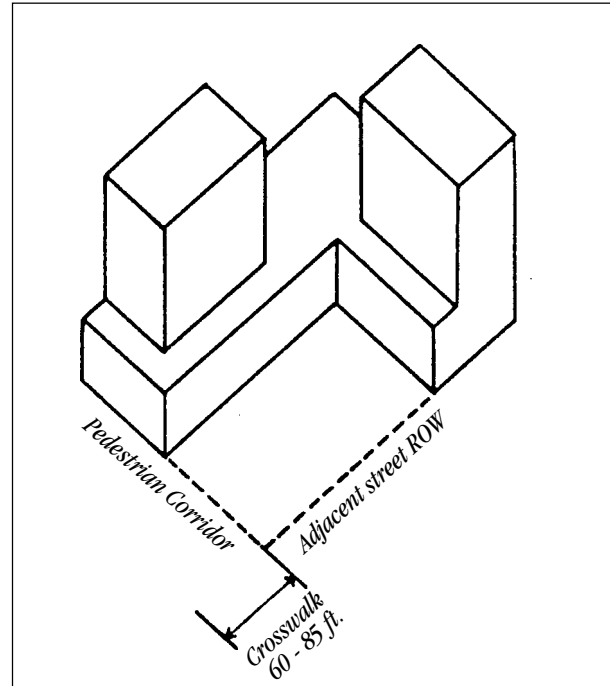


Figure III-12: Crossing of Traffic

The City shall provide a 60- to 85-foot-wide crossing zone and signalization at the adjacent street ROW in the alignment of the Pedestrian Corridor.

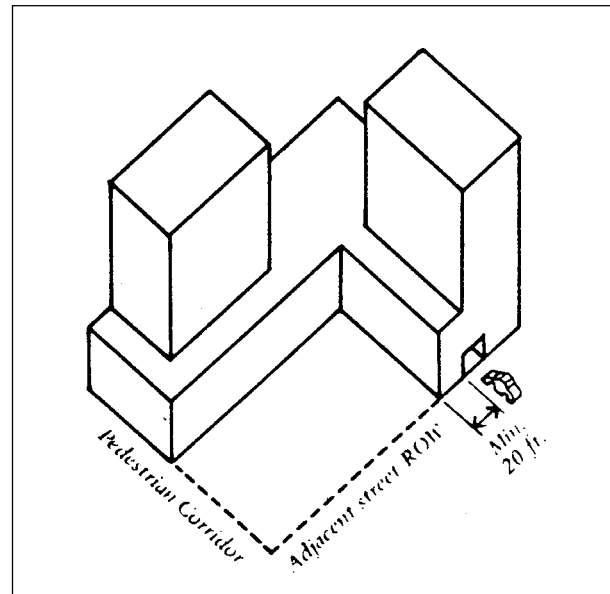


Figure III-13: Crossing of Traffic

Vehicular access to parking beneath the MPOS should not occur along the adjacent street ROW MPOS frontage and should be set back from the corners of the MPOS a minimum of 20 feet.

7. ACTIVITY AREAS

Intention:

To provide a variety of activities for the MPOS. These activities would range from passive recreation (sunning, brown bagging, reading, enjoying plantings, socializing with friends, etc.) to staged events, such as those that are part of “On the Town” program (the free lunchtime entertainment series in downtown parks and plazas).

Accomplished by:

Providing an area in the northern half of the MPOS at 106th Avenue NE large enough to host medium-sized events (150 to 300 persons standing or seated on features such as lawns, steps, benches, chairs, ledges, etc.).

Small retail and restaurant kiosks and pavilions are encouraged to occupy space in the MPOS, and especially in a shady part of the MPOS, to insure vitality and activity. Vending pushcarts will benefit from a location near the confluence of major pedestrian flows (usually near intersections). Retail/restaurant structures permanently affixed (pavilions, kiosks, etc.) are limited to a total area of 10 percent of the area of the MPOS parcel. Any retail/restaurant structure may not exceed 1,000 square feet in area (excluding awnings and canopies).

Ledges, leaning elements, and planters should be provided at “decision points” on primary pedestrian paths where people stop to talk, prior to going separate ways.

Pedestrian-oriented frontage shall be provided on at least two sides of a MPOS (see 3. Walls of enclosure).

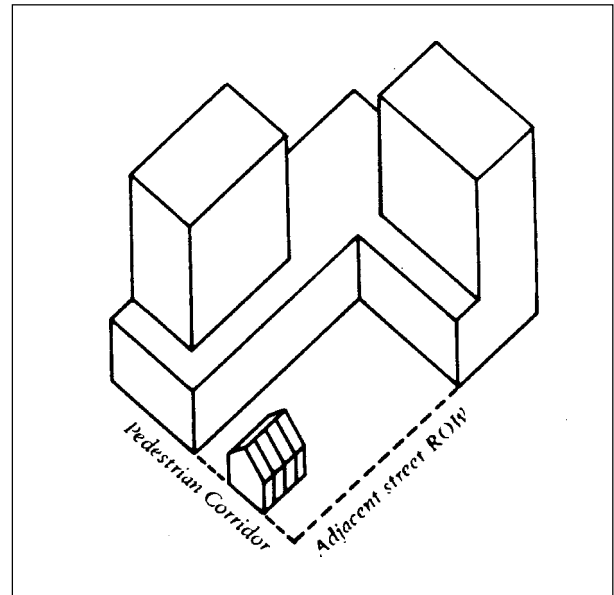


Figure III-14: Activity Areas

Retail/restaurant kiosks and pavilions are limited to a total area of 10 percent of the MPOS and may not individually exceed 1,000 square feet in area (excluding awnings and canopies).

8. VEGETATION

Intention:

To provide greenery and vegetation in the Corridor and MPOS, as shown to be a preference among downtown workers and spouses in the Downtown Employees Survey (May 1981).

Extensive use of vegetation should be provided, including the use of plantings to define spaces and activity areas, highlight the changing seasons, provide color and greenery throughout the year, express various spatial scales (trees/flowers/leaves and petals), contribute to the spatial and visual unity of the MPOS, and provide for important physical and visual connections. The design should accommodate the health and continued maintenance of all plant materials. The MPOS atmosphere should be encouraged to blend with, and extend into, the abutting buildings. Special planting should mark the space as a unique point along the Pedestrian Corridor.

Accomplished by:

Coordinating the planting design for the adjacent Corridor and the MPOS.

Providing visual and spatial unity of planting as a consideration in creating the perception of the two sides of the Corridor as one entity. The planting design should, however, respond to the unique characters of each side (sun/shadow, slope direction and gradient, element or activity location, etc.). Using plantings to break up large spaces and create a human scale.

Creating colorful planting throughout the year using flowering annuals and perennials along major pedestrian routes and at focal points within the space, and using flowering shrubs and trees and plants with fall color. Providing evergreen planting such as shrubs, annuals, perennials, grass and ground cover. Trees should be predominantly deciduous to allow light through in the winter.

Trees should generally be planted flush with the pavement surface in order to facilitate pedestrian movement. However, because of subsurface structural requirements, there may be areas where trees could be in raised planting pockets. In such cases, seating should be incorporated into the raised elements.

Lawns or ground covers, if provided, should be protected from major pedestrian circulation routes and other heavy usage by some means, such as curbs or low seating walls. Islands formed by containers or planting beds should define activity areas or special places in the MPOS. They should not block important views or access from the street. Locating plantings so as not to interfere with sitting on ledges.

Providing adequate structural support for planting on top of the structure.

Providing adequate planting specifications and detailing for the healthy growth of plant material.

In general, specifying large caliper trees and plant materials hardy to this area.

Providing irrigation and long term, year-round maintenance of all plants.

9. PEDESTRIAN AMENITIES

Intention:

To provide the pedestrian in the MPOS with a sense of place, which are safe, comfortable, and offer the pedestrian an aesthetic experience (artwork, water features, and architectural features). All spaces are to be readily accessible meeting ADA standards.

Accomplished by:

Providing comfort by including generous amounts of seating in a variety of forms, drinking fountains, litter receptacles, directories and maps, etc. Bicycle racks should be encouraged near adjacent street ROW. Surfaces suitable for leaning should be provided where waiting occurs, and where possible, waiting areas to be sheltered from wind and rain.

Establishing a special sense of place and aesthetic quality; for example, with artwork, decorative fountains, and other water features (fountains can provide “white noise” to block out sounds of traffic and provide privacy for conversations). Encouraging drinking fountains in eating and brown bagging areas.

Providing appropriate lighting (functional and visually distinctive) and coordinating it with the Pedestrian Corridor lighting. Encouraging the use of the Corridor light standard in the MPOS. Encouraging pedestrian-scaled lighting.

Encouraging handicapped access and facilities. Most areas should be barrier-free to the elderly and handicapped. Pedestrian amenities should be accessible to the handicapped (meeting ADA or Washington State Barrier Free requirements, as applicable), such as drinking fountains.

Incorporating ventilation stacks and grates (if required for subsurface parking) into landscaping and furnishings to minimize the adverse environmental impacts.

Providing primary (chairs and benches) or secondary (walls, steps, and planter ledges) seating. The latter count as seating if of a height not less than 12 inches or more than 36 inches and depth not less than 12 inches. At least 10

percent of the seating should be primary. Provide a minimum of one linear foot of seating (chairs counting as 30 inches) for each 30 square feet of MPOS, excluding the adjacent Pedestrian Corridor. Provide choices of seating configuration. Movable tables and chairs allow people to define their own social setting. Linear benches or ledges allow people to establish comfortable distances. Circular benches, by virtue of slightly different orientation of each sitting place, discourage social groupings, but accommodate large numbers of single people. The required seating may be located on the adjacent Major Pedestrian Corridor or in the MPOS.

Providing proper paving material. It should be non-glare, nonslip, and be free of large joints, cracks, toe trips, or uneven surfaces. Changes in pattern or texture can define varying uses.

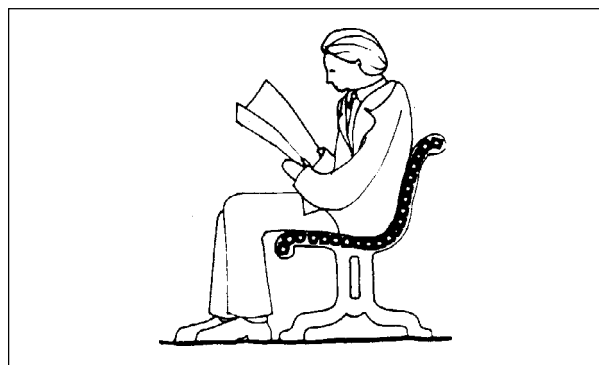


Figure III-15: Pedestrian Amenities

A minimum of one linear foot of seating (chairs counting as 30 inches) for each 30 square feet of MPOS is required. At least 10 percent of the seating should be primary seating (chairs and benches).

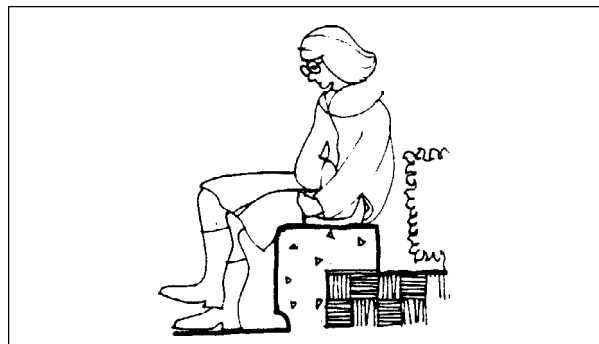


Figure III-16: Pedestrian Amenities

Secondary seating (walls, steps, and planter ledges) must have a height not less than 12 inches or more than 36 inches and depth not less than 12 inches. Plantings should be located so as not to interfere with sitting on ledges.

10. ENVIRONMENTAL SETTING

Intention:

To create an appealing pedestrian environment by considering climate and physical setting.

Accomplished by:

Incorporating weather protection where possible around the perimeter of the MPOS in the form of awnings, canopies, or colonnades.

Reducing, where possible, undesirable traffic noise and wind impacts.

Using topography to create different levels and viewpoints.

Using water features and plantings suited to the climate and shady and sunny areas of the MPOS.

11. ENVIRONMENTAL MANAGEMENT

Intention:

To provide a safe, secure, well-maintained and effectively operated MPOS, as an extension of the Pedestrian Corridor.

Accomplished by:

Including MPOS management as part of the Pedestrian Corridor management and the use of the same maintenance organization.

Encouraging safety, security, and fire protection in design and construction.

Providing year-round seasonal planting and landscape maintenance which will highlight the MPOS as a downtown public focal point.

Providing special maintenance of water features.

Providing a varied and changing program of events, displays, and environmental art.

Encouraging lighting designed to enhance safety and security (pools of light along buildings and landscaping to avoid dark spaces).

IV. PEDESTRIAN CORRIDOR AND MAJOR PUBLIC OPEN SPACE DESIGN DETAILS

BACKGROUND

The City Council, City of Bellevue, adopted general design guidelines for the Pedestrian Corridor in 1981 and for Major Public Open Spaces at Bellevue Way and 106th Avenue NE in 1983. The guidelines for the Pedestrian Corridor describe Elements of Continuity and Elements of Diversity. The Elements of Continuity include streetscape features intended to visually unify the Pedestrian Corridor. These features consist of coordinated systems for paving, lighting, graphics, street furnishings and landscaping.

The purpose of the Design Details is to provide more specific design direction for Elements of Continuity in order to insure a cohesive identity for the Pedestrian Corridor and the Major Public Open Spaces. In February 1984, Don Miles Associates/PPS, architects and planners, were hired by the Corridor property owners' committee to develop the Design Details. The Design Details were developed together with the Pedestrian Corridor Committee, consisting of the property owners and developers, and City and Metro staff.

The Design Details address aspects of lighting, paving, landscaping, seating, and graphics which have been identified as Elements of Continuity and are described as follows: pole top lighting; bollards and bollard lighting; paving, banding, stairs and ramps, tree grates, walls and ledges, benches; fixed planters, movable planters; litter receptacles; drinking fountains; and street name signs and directories. These streetscape elements are specified in detail in this document.

Other aspects have been defined as Elements of Diversity. Examples of features which might vary in character are step and rail lighting, uplighting of trees, fountain lighting, marquee and canopy lighting, storefront and display lighting, pavement mosaics, artwork, paving in enclosed spaces, seating ledges, movable chairs, interior seating,

litter receptacles built into ledges and walls, and business and building identification signage. These features are not described further in this document and a variety of design solutions is encouraged.

The Design Details will assist the Planning Department of the City of Bellevue in their administrative design review of Corridor-related development and will facilitate the advisory review function of the Pedestrian Corridor Committee. The Design Details also aid property owners, developers, and designers in identifying common design features of the Pedestrian Corridor and those features which afford opportunities for differentiated design treatments.

In 1998 the City of Bellevue hired Hewitt Isley to review and revise the design guidelines for the Corridor. This included revisions to specific design details outlined in the guidelines. Changes to this section of the guidelines also included the addition of several new design details relating to wayfinding, mid-block intersections, and the asymmetrical character of street. The revisions to the Design Details were developed together with the Pedestrian Corridor Committee and City Staff.

OBJECTIVES

The objectives of the Design Details for the Pedestrian Corridor and Major Public Open Spaces are stated below:

To create a safe, comfortable, lively, inviting and attractive place for pedestrians.

To achieve an identity and an image as a special place and focal point for downtown Bellevue and to provide visual continuity and harmony.

To reflect the qualities of a truly urban environment with intensity, sophistication, diversity, and timelessness.

To reinforce and stimulate high quality adjacent development and to complement retail uses.

To reflect the unique characteristics of Bellevue and its environmental context.

To accommodate uses such as transit, civic events, outdoor commercial use, and passive recreation.

To create a flexible system allowing for a variety of applications and modifications over time, and low maintenance.

GENERAL CONDITIONS

For the purpose of the Design Details, the Pedestrian Corridor is divided into the following subareas:

1. Pedestrian Corridor segments bordered by Corridor walls (abutting building frontages).
2. Pedestrian Corridor segments bordered by plaza spaces without intersecting secondary paths and/or adjacent street right-of-ways (ROW).
3. Pedestrian Corridor segments bordered by plaza spaces with intersecting secondary paths and/or adjacent street ROW.
4. Pedestrian Corridor segments bordered by the Major Public Open Spaces.

In subareas 1 and 2, the streetscape elements required in this document should be located along the centerline of the Pedestrian Corridor alignment. Paving should be of brick with brick banding, as described in the paving section.

In subareas 3 and 4, the streetscape elements required in this document may be located elsewhere or omitted within the segment. The brick paving, as described in the paving section, may be combined with an accent material consisting of concrete or stone in order to allow for the development of a special identity at pedestrian “crossroad” areas and at a Major Public Open Space. Street crossings and the Transit Center are occasionally addressed by specific references.

The design selection and colors for all streetscape elements defined as Elements of Continuity and described in this document for the Pedestrian Corridor and Major Public Open Spaces (including street crossings and the Transit Center) shall be made jointly between the City Planning and Community Development Director and the Pedestrian Corridor Committee, or their respective representatives, during Administrative

Design Review. Subsequent modifications of the design and color of the above streetscape elements shall be determined jointly by the City Planning and Community Development Director and the Pedestrian Corridor Committee, or their respective representatives.

Unless otherwise requested, these standards are to be followed. If a project seeks a variation from the standard, the proponent submits this request to the City with its Design Review application. The City will take this proposal to the Pedestrian Corridor Committee for review and comment, and will respond to any concerns by the Committee. The final approval of any Design Plan is by the Director of Planning and Community Development.

1. POLE TOP LIGHTING

Intention:

To provide unique pedestrian-scaled, (lower level, lower intensity, more frequent, decorative), pole top lighting to create a series of light forms and to add a festive, warm, inviting, and intimate atmosphere.

Accomplished by:

Using one pole top lighting design, with the variations described herein, throughout the Pedestrian Corridor and Major Public Open Spaces.

Maintaining light levels approximately equal to or greater than surrounding downtown streets (a maximum range of approximately one to two foot-candles). Minimizing bright spots, dark spots and glare created by pole top lighting along the length of the Pedestrian Corridor.

Providing the appearance of visual uniformity in the distribution of light and brilliance of pole top lighting along the length of the Pedestrian Corridor.

Placement of pole top lighting to work in concert with the street trees aligning with the trees, providing a strong rhythm and pattern of light along the Corridor.

Placing pole top lighting on the edges of the Pedestrian Corridor or mounted on buildings with wall-mounting brackets, when the width of the Corridor ROW requires supplemental lighting.

Using a globe-headed, pole top fixture of a design which allows for a number of globe combinations to be mounted.

Using a pole which might accommodate banners and/or flags and a base design motif unique to Bellevue.

A five globe fixture along the Corridor spaced east/west, 50 to 70 feet apart, to boldly mark the

continuity of the Corridor and to create a series of beacons to guide pedestrians. Globes should be 18 inches in diameter, and the overall height should be approximately 16 feet. Use of the five-globe fixture should be limited to the Pedestrian Corridor to provide special visual emphasis. The Transit Center shall incorporate five-globe and single-globe fixtures, as appropriate, on the platform and adjacent sidewalks.

Using a three-globe fixture in the Major Public Open Spaces, at plazas connecting to secondary paths and/or adjacent street ROWs and along secondary paths. Fixtures should be spaced 20 to 40 feet apart and may be in-line or staggered. Globes should be 18 inches in diameter and the overall height should be approximately 16 feet.

Using single-globe fixtures on poles or wall mounted on the Pedestrian Corridor where the width of the Corridor permits, in Major Public Open Spaces, and in plazas connecting with secondary paths and/or adjacent street ROW. Single-globe fixtures should be spaced 10 to 20 feet apart. Globes should be 22 inches in diameter and the overall height should be approximately 15 feet.

Providing high pressure sodium lamps in appropriate wattages.

Using etched or sandblasted, clear globes which allow for the use of refractors to improve light distribution to the walking surfaces.

Painting the above poles and bases in the same color(s) and finish throughout the Pedestrian Corridor and Major Public Open Spaces (including street crossings and the Transit Center) to provide visual continuity.

The “fruit” lighting standard base is to be used along the Corridor to provide continuity.

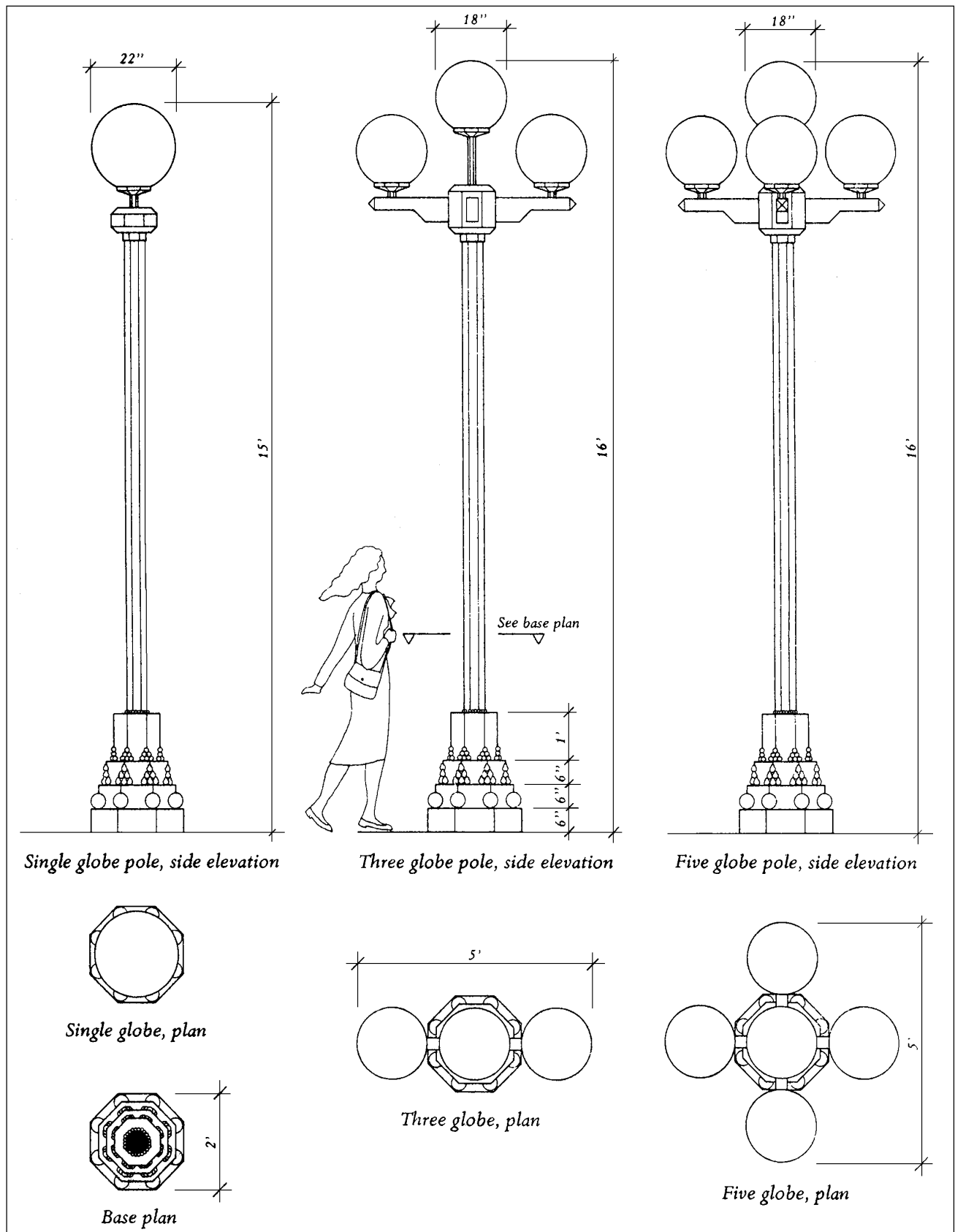


Figure IV-1: Pole Top Lighting

2. BOLLARDS AND BOLLARD LIGHTING

Intention:

To mark areas where pedestrian caution is to be observed or where special features exist with bollards and low profile lighting.

Accomplished by:

Encouraging the use of bollard lighting near crosswalks, parking ramps, driveways, fountains, and similar features.

Using bollards of sandblasted concrete or stone which are topped with a luminaire with a cast aluminum hood and base. The shape of the bollard should be equal to the unlighted bollard to provide visual continuity when used in combination. The same shape should be used throughout the Pedestrian Corridor and in the Major Public Open Spaces. A different bollard may replace the standard if approved by the City.

Bollards shall be 16 inches in diameter with an overall height of approximately 32 inches. The luminaire shall be 14 inches in diameter and approximately 11 inches in height. The metal hood and base should be painted to match the Corridor light fixture.

Lamps shall be high pressure sodium in appropriate wattages.

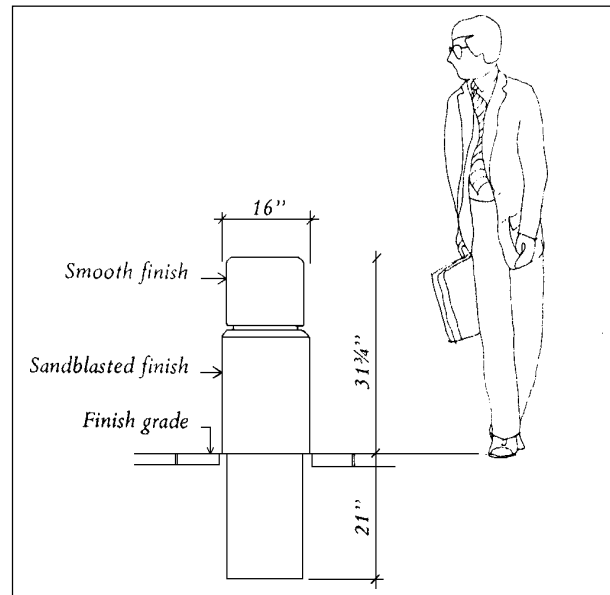


Figure IV-2: Bollard – Side Elevation

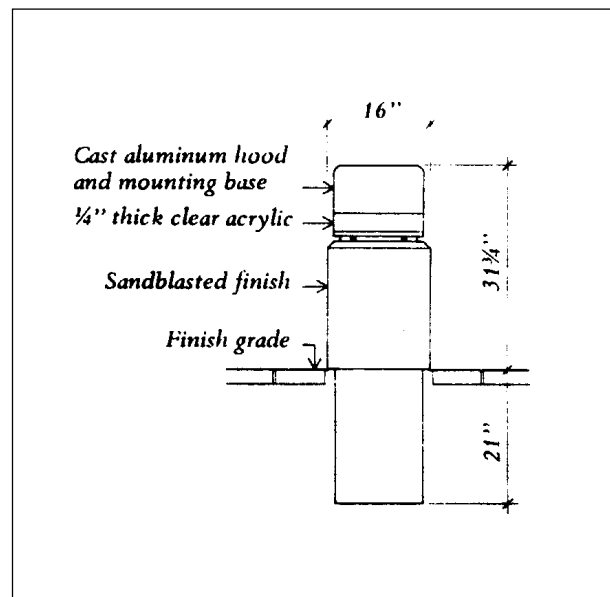


Figure IV-3: Bollard with Light – Side Elevation

3. PAVING

Intention:

To provide visual continuity along the Pedestrian Corridor and Major Public Open Spaces by using common paving materials, units and patterns. To relate to pedestrian scale and comfort, and create a warm, subtle, subdued paving surface consisting of a high quality paving material.

Accomplished by:

Using standard, rectangularly shaped brick pavers in three related colors as a common paving material throughout the Pedestrian Corridor and Major Public Open Spaces. Brick pavers shall have a rough surface texture and a coarse aggregate throughout to minimize slipping.

Brick paver sizes, colors, and textures shall be manufactured to match throughout the Pedestrian Corridor and Major Public Open Spaces.

Creating a subtle paving treatment by laying a selected color of brick pavers flat in a basket weave pattern, and using flat, soldier courses in the same or contrasting color for banding and to border elements (see Banding). The basket weave pattern facilitates the accommodation of expansion joints and banding and is multidirectional in its visual expression.

Other patterns of brick pavers, such as herringbone, may be used in crosswalks or in Major Public Open Spaces and plazas connecting to secondary paths and/or adjacent street ROWs. Specifying “Medium Ironspot No. 46 (Dark blend)”, “Medium Ironspot No. 77-TK”, and/or “Coppertone-TK”, wirecut texture brick pavers as manufactured by Endicott Clay Products Co., Fairbury, Nebraska, or equal.

Using concrete interlocking pavers or brick pavers in crosswalks at adjacent street ROW.

The prescription for standard brick pavers and patterns may be changed if approved by the City. The substitution must be a unit paver is not to exceed 12"x12" in dimension. The colors of the unit pavers are to be in the same family of color as prescribed for the brick pavers.

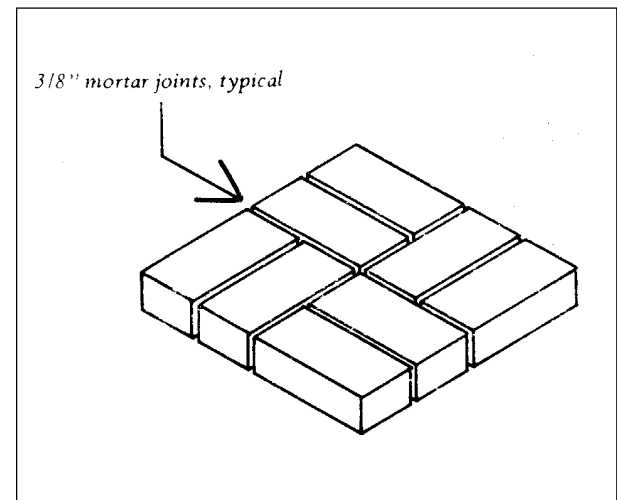


Figure IV-4: Basketweave Brick Paving – Detail

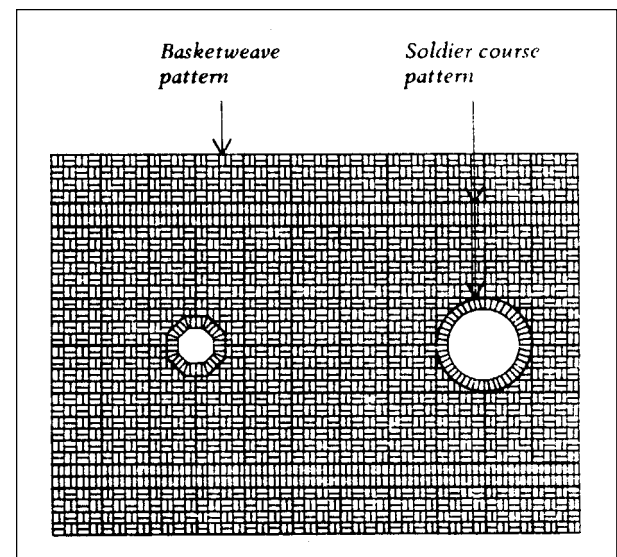


Figure IV-5: Basketweave Brick Paving – Plan

4. BANDING AND BORDERING

Intention:

To allow for banding and bordering to create visual accents, patterns and textures to define elements and zones on the Pedestrian Corridor and in the Major Public Open Spaces. To accommodate special paving patterns at Major Public Open Spaces and similar areas.

Accomplished by:

Allowing banding or bordering in flat, single or double soldier courses of brick pavers, in the same color as or a contrasting color from the Pedestrian Corridor; and of brick pavers, concrete, or stone in the Major Public Open Spaces, and in plazas connecting to secondary paths and/or adjacent street ROW. Bordered elements may include light standards, bollards, tree grates, manhole covers, fountains, sculpture pedestals, kiosk bases, ledges, walls, ramps, and curbs.

Incorporating concrete curbs as specified by the City to establish visual continuity with adjacent street ROW.

Unit pavers, other than brick pavers, may be substituted if approved by the City. The pavers must not exceed 12"x12" in dimension.

5. STAIRS AND RAMPS

Intention:

To provide visual continuity and efficient pedestrian circulation in the design of stairs, ramps, or stramps of the Pedestrian Corridor and Major Public Open Spaces.

To provide access to all areas along the Corridor and within the major Public Open Spaces.

Accomplished by:

Using materials consisting of brick, concrete, or stone.

Ramps requiring handrails should not be located adjacent to building walls fronting on the Pedestrian Corridor.

Encouraging changes in grade to occur in intervals of three to eight steps to allow visual access to the next level, visually leading pedestrians along the Corridor.

Rises limited to three steps are desirable, but not mandatory.

6. TREE GRATES

Intention:

To reinforce visual continuity by defining a tree grate design that contributes to pedestrian comfort and good tree maintenance.

Accomplished by:

Using cast iron tree grates in a traditional pattern which is available in a rectilinear or square shape throughout the Pedestrian Corridor and Major Public Open spaces. A grate of a similar design with narrower openings may be used on the Transit Center platform to facilitate wheelchair access.

Requiring rectangular or square tree grates to be used in the Major Public Open Spaces, secondary paths and plazas intersecting secondary paths or adjacent street ROWs.

Requiring tree grates to be “Standard Flat” four feet by six feet rectangular or five-foot-square cast iron tree grates, as manufactured by Urban Accessories, Snohomish, Washington, or equal.

Limiting the use of metal tree guards which fasten to tree grates, to areas where frequent leaning will occur, such as on the Transit Center platform.

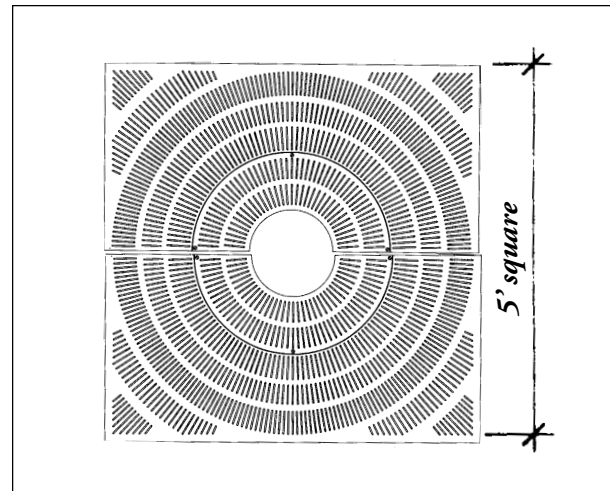


Figure IV-6: Square Tree Grate – Plan

7. WALLS AND LEDGES

Intention:

To visually integrate walls and ledges used in landscaping into the paving pattern of the Pedestrian Corridor and Major Public Open Spaces and to provide additional seating space.

Accomplished by:

Providing that walls and ledges used in landscaping should be brick, concrete, or stone to coordinate with the paving of the Pedestrian Corridor and Major Public Open Spaces. Accommodating seating, where possible, on the top of walls and ledges. Seating should be a relatively smooth and even surface.

Incorporating lighting in walls and ledges to light walkways, where appropriate.

8. BENCHES

Intention:

To ensure that the Pedestrian Corridor and Major Public Open Spaces emphasize pedestrian use by using a bench which provides a sense of place, comfort, and visual interest and harmony.

Accomplished by:

Selecting a bench design that will perform successfully from both an aesthetic and functional viewpoint and using this bench, in the variations described herein, throughout the Pedestrian Corridor and Major Public Open Spaces.

Providing for a range of bench configurations, as follows:

1. Benches back-to-back facing the adjacent Corridor streetwall.
2. Benches parallel and perpendicular to the Corridor streetwall, encircling a street tree.
3. Benches parallel and/or perpendicular on the Corridor streetwall around a square raised planting bed.

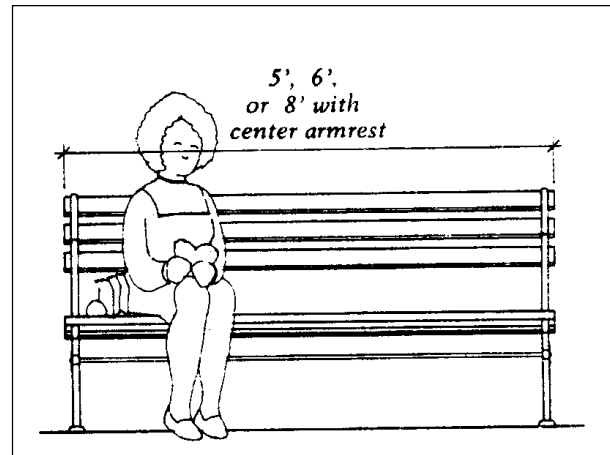
Constructing the benches of cast metal to coordinate with the cast metal used in the light fixture bases and tree grates.

Constructing the bench seats and back rests of wooden slats, with a clear finish.

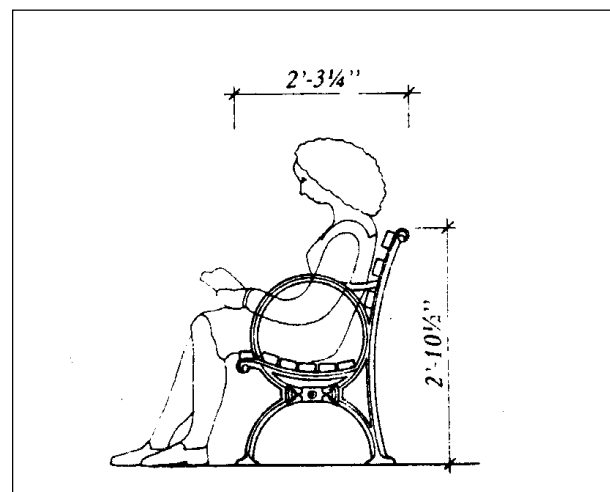
Limiting the lengths of benches to five, six, or eight feet, with a center arm rest on the eight-foot bench.

Leveling benches with spacers below bench supports, or as required.

Specifying bench Model B-16, as manufactured by Bench Manufacturing Company in Boston, Massachusetts, or equal. A different bench may be substituted within a block, if the City and all of the property owners agree to the change.



Front Elevation



Side Elevation

Figure IV-7: Benches

9. FIXED PLANTERS

Intention:

To provide raised planting beds for seasonal plantings, additional seating, and to create a pleasing pedestrian environment.

Accomplished by:

Allowing street trees to be planted in raised, fixed planting beds when parking structures are located beneath the Pedestrian Corridor.

Using raised, fixed beds for seasonal plantings.

Designing the raised, fixed planters to incorporate a sitting ledge if walls of the beds are between one to three feet high. Sitting ledges should be even and relatively smooth. Plantings should not interfere with the use of the sitting ledges.

Discouraging walking on the planting beds, when less than one foot in height, by using a metal rod planter fence, as used in the Bellevue Way crossing.

Allowing for well-drained soil and ease in maintenance.

Using materials in the walls of the fixed planters which blend with the paving materials (brick, concrete, and stone).

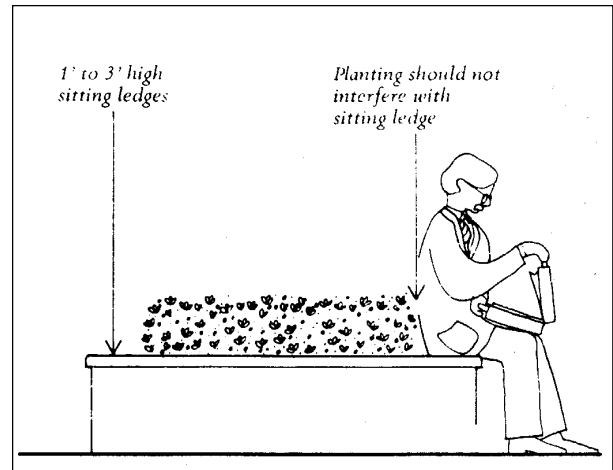


Figure IV-8: Fixed Planters – Side Elevation of Raised Planting Area with Seating

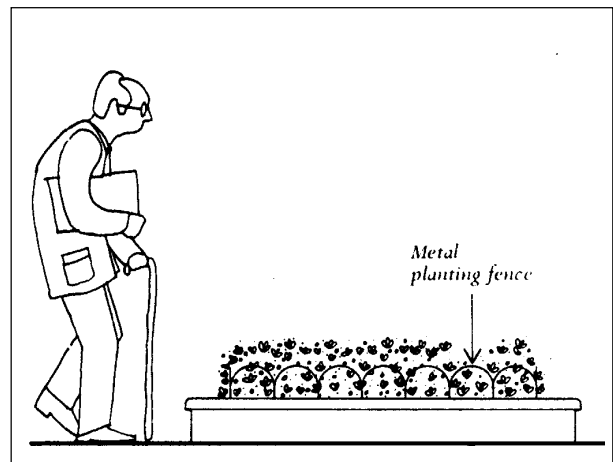


Figure IV-9: Fixed Planters – Side Elevation of Raised Planting Area Less Than One Foot in Height

10. MOVEABLE PLANTERS

Intention:

To provide for seasonal plantings in movable planters within the Pedestrian Corridor to add color and aesthetic quality.

Accomplished by:

Relating the design of the movable planters to other street furniture and paving elements and being an appropriate style for use on the Pedestrian Corridor.

Positioning the planters anywhere within the pedestrian central paving strip. They should not restrict pedestrian circulation to, and around, benches.

Allowing for plant soil to drain and for ease in changing the soil.

Allowing for plantings to be a minimum of two to three feet in height to be seen and enjoyed and not to create hazards for the visually impaired.

Selecting a narrow range of shapes for use throughout the Pedestrian Corridor.

Using movable planting pots which are round, natural terra cotta.

Inside of pots should be glazed, with one or more drain holes.

Choosing pots which are a minimum outside diameter of two feet at the opening, and a minimum height of approximately two feet. Larger pots may also be used.

Using models No. F-111 and/or No. F-106, as manufactured by Pyro Media, Seattle, Washington, or similar terra cotta pots.

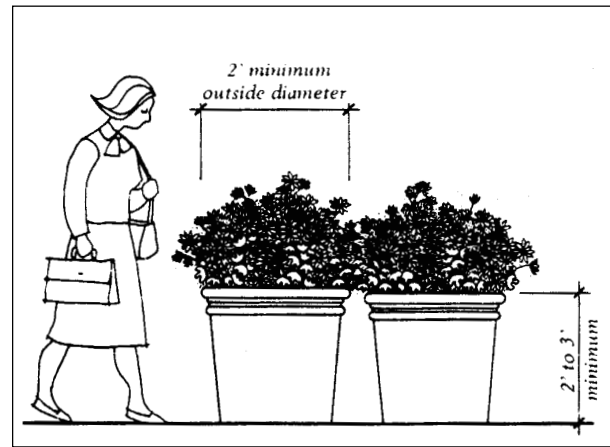


Figure IV-10: Moveable Planters – Side Elevation of Terra Cotta Pots

11. LITTER RECEPTACLES

Intention:

To provide attractive yet functional waste containers for the public convenience and to encourage brown bag lunching on the Pedestrian Corridor.

Accomplished by:

Using one type of design for the litter receptacle throughout the Pedestrian Corridor and Major Public Open Spaces.

Requiring the litter receptacles to be compatible with the other street furniture and paving elements on the Pedestrian Corridor and appropriate in style.

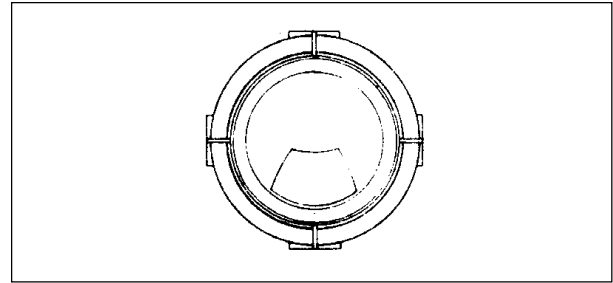
Providing that the litter receptacles are easy to locate and use.

Providing that the receptacles can accommodate being leaned on by pedestrians.

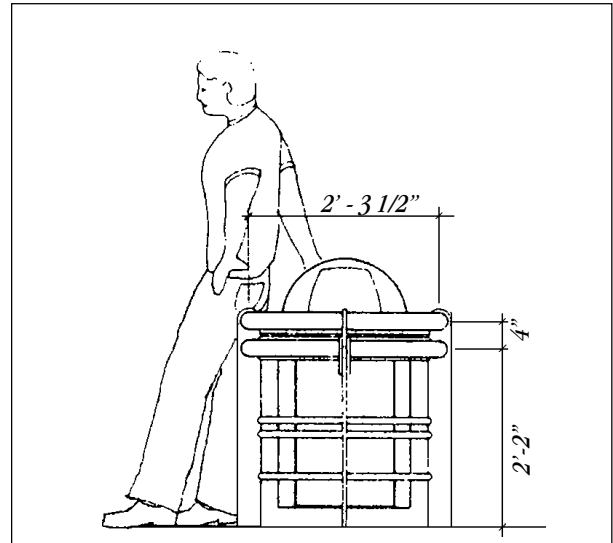
Positioning the litter receptacles near seating areas.

Allowing the receptacles to accommodate the use of standard liners, to be easy to empty, yet which are resistant to tipping, dislocation, fire damage, vandalism, and breakage.

Requiring the litter receptacle to be equal to, or similar to, the type used at the Transit Center.



Plan



Side Elevation

Figure IV-11: Litter Receptacles

12. DRINKING FOUNTAINS

Intention:

To provide a visually distinctive drinking fountain for public convenience and to create visual uniformity throughout the Pedestrian Corridor and Major Public Open Spaces.

Accomplished by:

Using a cast metal, free-standing drinking fountain of a design coordinated with the design of the pole top lighting fixture and painted to match the color of the lighting fixtures.

Locating free-standing fountains near intersections and seating areas on the Pedestrian Corridor and in the Major Public Open Spaces.

Using an octagonal, single- or double-bowl fountain with a round bronze, brass, or polished chrome liner and bubbler, with or without the image of a face. Bubbler should be mounted at the center of the bowl and should be either continuous flow or push button integral with bubbler, side push button, or foot pedal activated.

Mounting height of bowl shall be three feet, and a step should be provided to facilitate use by children.

Providing for the handicapped and other users with wall-mounted drinking fountains in a variety of designs. Wall-mounted fountains should be located on building and landscaping walls.

Drinking fountains are to meet ADA or Washington State Barrier Free requirements, whichever is applicable.

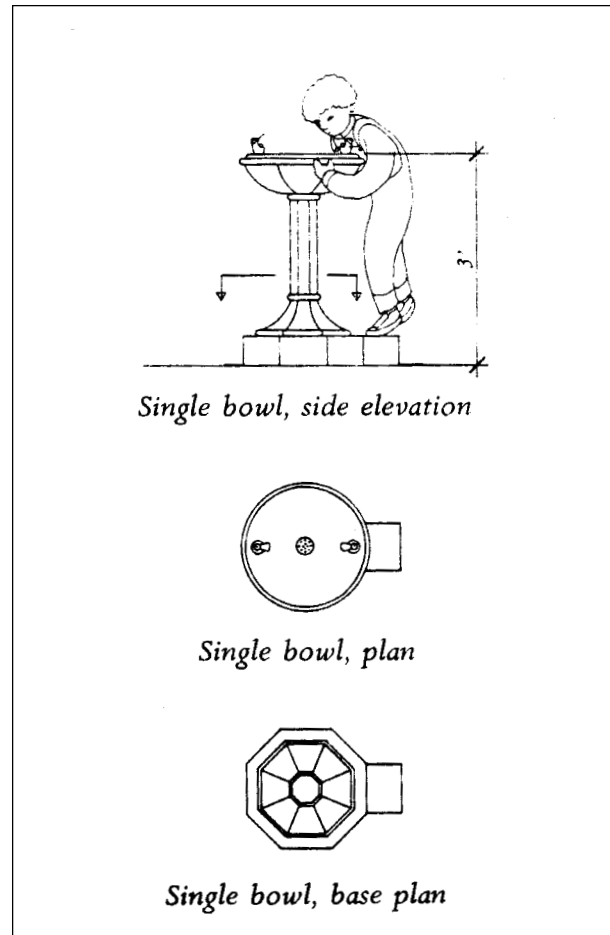


Figure IV-12: Drinking Fountains

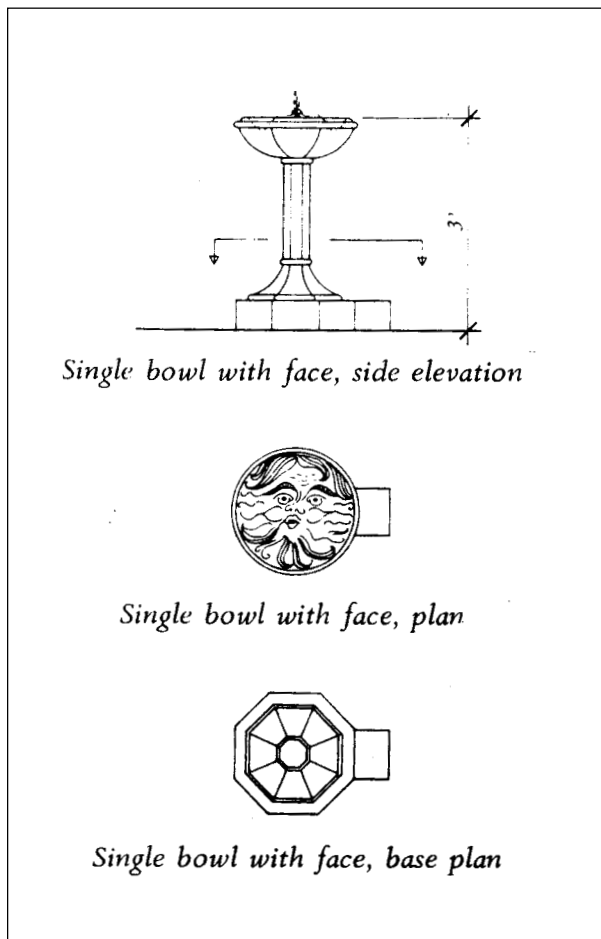


Figure IV-13: Drinking Fountains

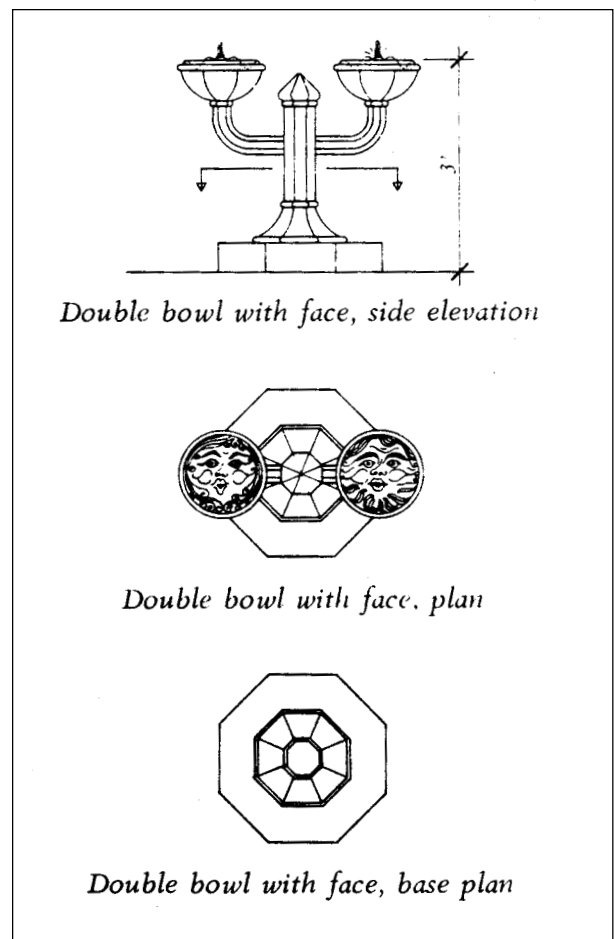


Figure IV-14: Drinking Fountains

13. STREET NAME SIGNS

Intention:

To clearly identify the streets on the Corridor and to orient the pedestrian by providing a coordinated system of street name signs.

Accomplished by:

Using special street name signs on the Pedestrian Corridor along its length, in lieu of standard city street signs, from Bellevue Way to 110th Avenue NE, on both sides of each cross street.

Designing these signs to be uniform in type style, size, materials, and color with a high contrast between the letters and the background.

Relating the size of each sign and boldness of the letterforms to the pedestrian, using a combination of upper and lower case letters for optimum pedestrian readability.

Positioning each street name sign within the range of a pedestrian's vision and no more than 10 feet above the ground.

Mounting each street name sign on intersection lighting poles in such a manner so as to be viewed from both sides and installed with standard hardware.

Providing adequate illumination to allow use of the street name signs during the night.

Constructing the street name signs of a material which allows easy night viewing.

Choosing materials that are durable and easily maintained.

14. DIRECTORIES

Intention:

To provide attractive, informative, durable, and accessible general orientation directories for pedestrians on the Pedestrian Corridor and Major Public Open Spaces.

Using flat, two-dimensional graphic information, combining words and symbols, and incorporating historic information and the Pedestrian Corridor logo.

Accomplished by:

Considering accessibility for the handicapped when designing the directories.

Providing directories that include: the location of the Corridor on a map of downtown Bellevue, a map of the Pedestrian Corridor area showing prime locations (Bellevue Square, Major Public Open Spaces, Transit Center, etc.), a “you are here” indicator, and a listing of all office buildings and retail uses within a minimum of 330 feet of the centerline of the Corridor alignment and coded to locations on the Pedestrian Corridor map.

Creating the directories to be viewed as a coordinated system, consisting of uniform materials and design elements.

Locating the directories near the intersections of each cross street on the Corridor: at the east side of Bellevue Way NE, the east side of 106th Avenue NE, the west side of 108th Avenue NE, and the west side of 110th Avenue NE. but not limited to these four locations.

Using a kiosk design for the directories, which is human scaled and provides weather protection. Directories on the Transit Center should be incorporated into the transit shelters.

Designing the directories to be compatible with other street furniture elements on the Corridor, including a modular approach for altering shop listings and other features.

Choosing materials and methods of construction to be compatible with other street furnishings on the Corridor and that are durable and easily maintained.

15. ENTRY SYMBOLS

Intention:

To create the east and west threshold or gateway to the Corridor, clearly identifying the entry to a unique and very special place.

Accomplished by:

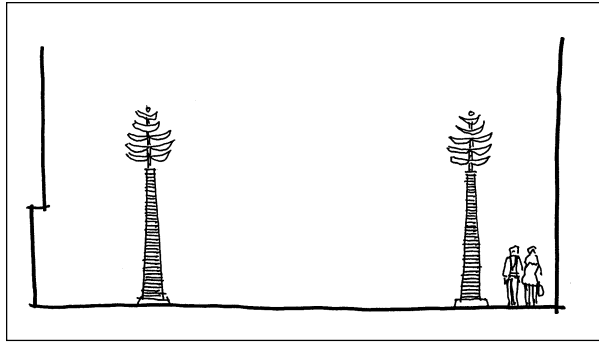
Design and implement an entry symbol to the Corridor near the intersections of Bellevue Way and Corridor, and the west side of 112th Avenue N.E. and Corridor.

Design the gateway/entry symbol based on the theme/story line or stylistic approach of the Corridor. The symbol is to be part of the overall wayfinding system contributing another level of continuity along the Corridor.

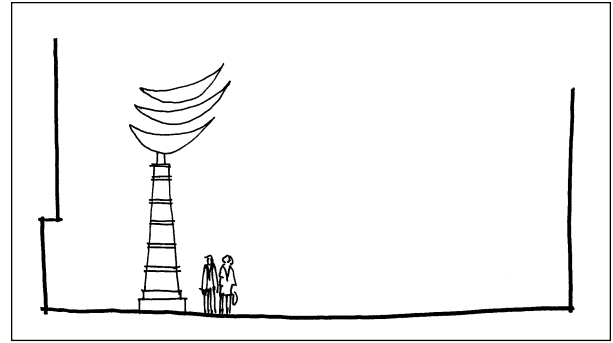
Design alternatives: 1) Structure which spans the Corridor, 2) Columns/pylons on both sides of the roadway framing the Corridor, 3) column/pylon on the north side of the Corridor.

Encourage artist participation in the design of the symbol.

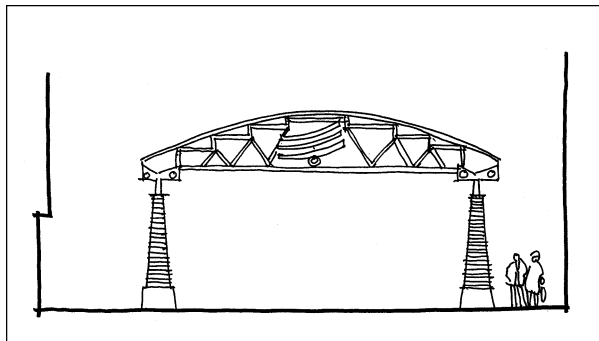
Choose materials that are durable and easily maintained.



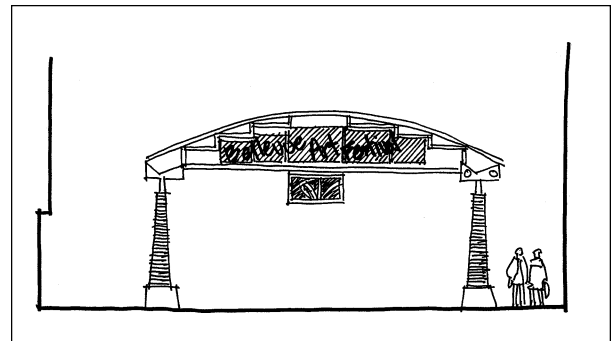
Symmetrical



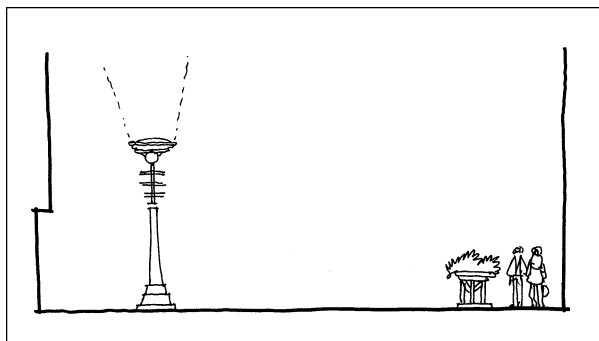
Large Symbol at One Side



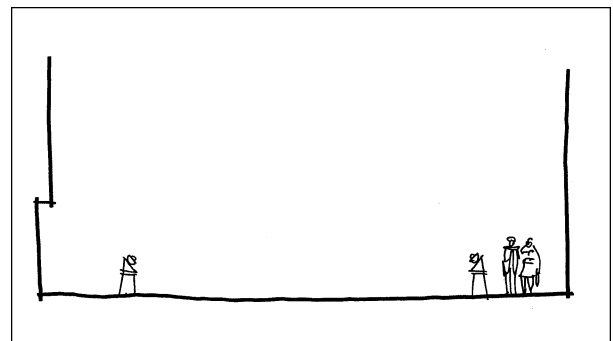
Span Roadway



Span Roadway with Banners



Asymmetrical



Low Wall

Figure IV-15: Entry Symbols

16. MID-BLOCK IDENTIFIERS

Intention:

Provide a landmark element, which is part of the wayfinding system which provides scale, a reference point along the Corridor, a gathering place, and adds to the special pedestrian character of the Corridor. The identifiers are located at the mid-block intersections.

Accomplished by:

Identifiers are to be based on the theme/story line developed for the wayfinding system. Encourage diversity of design, size, and materials. Water may be incorporated or the identifier may be a kinetic sculpture.

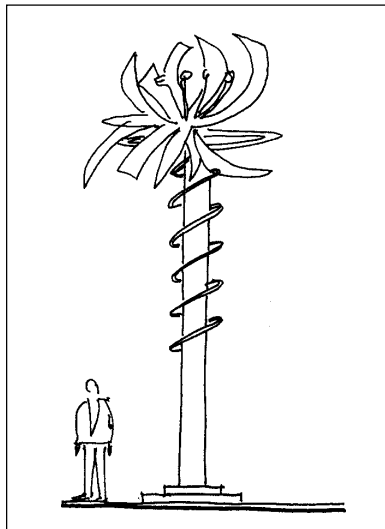
Encourage the participation of artists in the design of the identifiers.

The bases on which the identifiers are placed are to be limited to 20' in diameter. The bases are to complement surrounding pavement pattern and color. The bases may play off the light pole bases.

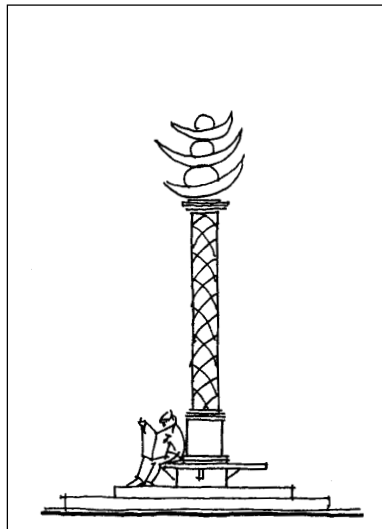
Incorporate seating at the base of the identifiers.

Choose materials that are durable and easily maintained.

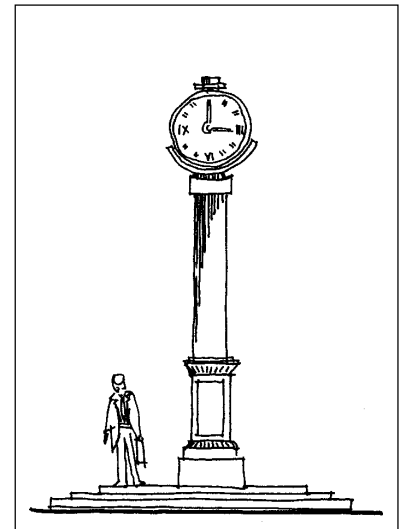
Height of identifiers should be between 20'-30'



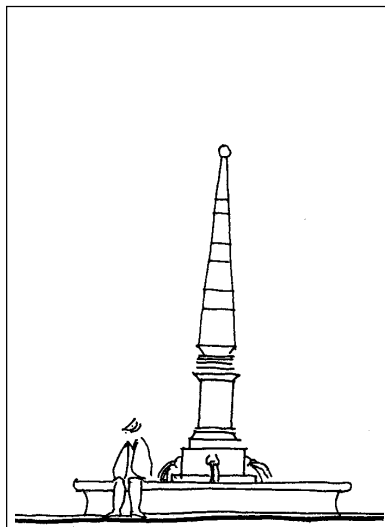
Flower Theme



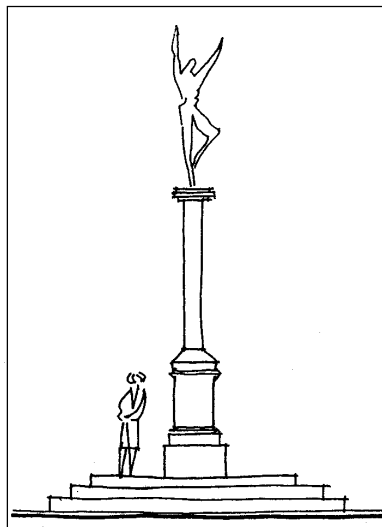
Column with Seating



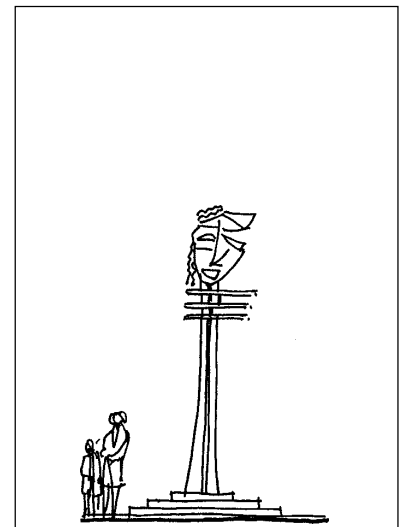
Clock



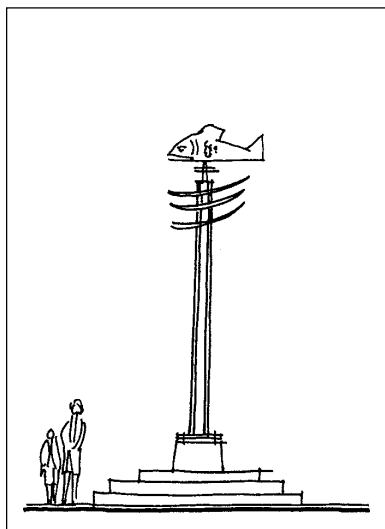
Obelisk with Fountain



Dance Theme



Theatre Theme



Animal Theme

Figure IV-16: Mid-Block Identifiers

17. INLAID PAVING MARKERS

Intention:

Provide small icons, which are part of the wayfinding system and relate to the overall theme of the Corridor. They provide additional visual elements that enhance the pedestrian quality of the space.

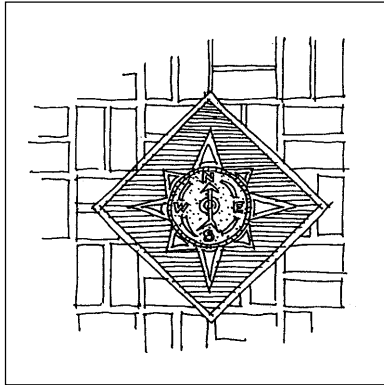
Accomplished by:

Design and implement inlaid pavement markers relating to the theme, placing 5 to 8 through any given block.

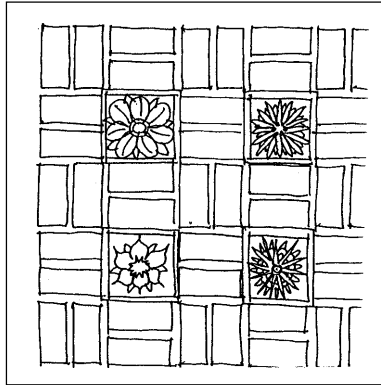
Encourage the participation of artist in the design of the markers.

Markers are to be small and flush with the surrounding pavement. The markers should fit within a 2'x2' format.

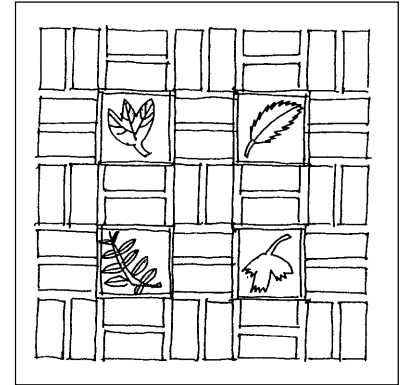
Materials can and should vary, (color, texture, metal, stone, mixed media). Slippery surfaces should be avoided.



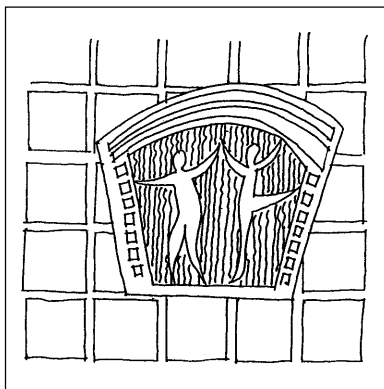
Historical Theme



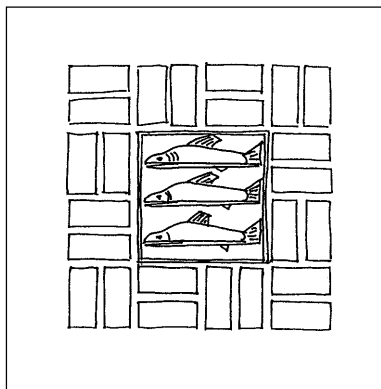
Flower Theme



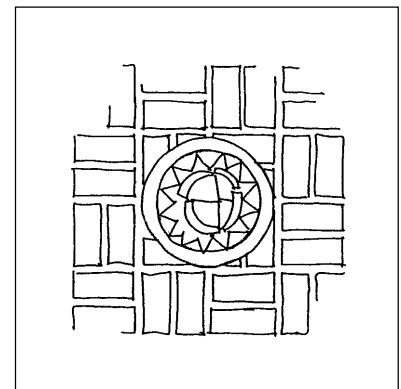
Trees and Leaves



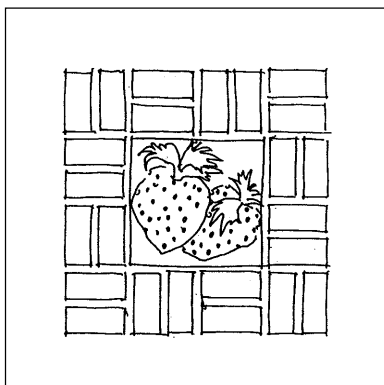
Dance Theme



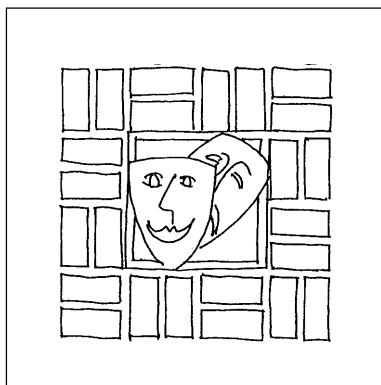
Animal Theme



Sister Cities Theme



Fruit



Theatre Theme

Figure IV-17: Inlaid Pavement Markers

